

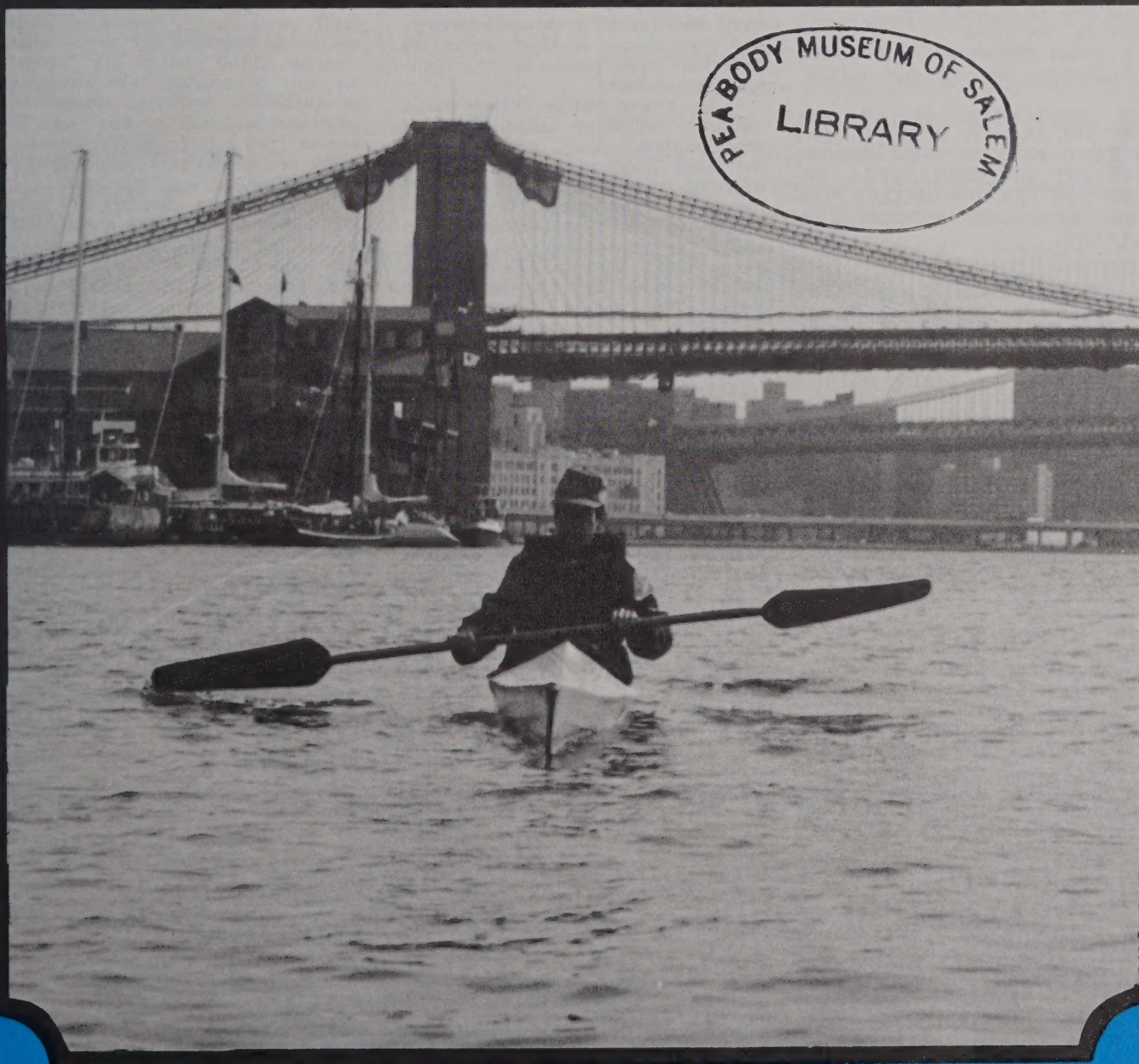
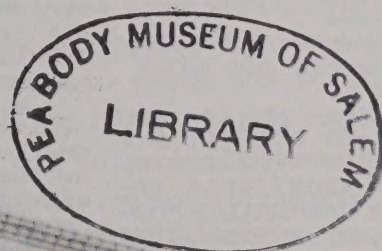


# **messing about in BOATS**

*Twice a Month!*

*Volume 6 ~ Number 7*

*August 15, 1988*







## messing about in BOATS

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## Our Next Issue...

Will have the story on the  
Blackburn Challenge, the rowing  
race around Cape Ann, some 20+  
miles. I may get to try that Ven-  
ture Cat pedal boat by press time  
too. We'll have details on Stephen  
Wilce's unique method of building  
boats from plastic/foam panels; a  
look at a modern materials Adiron-  
dack Guideboat, the Indian Point  
Guideboat; all the details (finally)  
on Owen Cecil's inexpensive  
"you-build-it" sliding seat rowing  
rig. There's a story on cruising  
the Yugoslavian coast in hand, and  
also a detailed invitation to come  
paddling/rowing this fall on Cape  
Cod's Pleasant Bay.

## On the Cover...

Not your usual sea kayaking  
background of craggy shoreline and  
forest, instead Don Betts' latest ul-  
tra light kayak is on the East Riv-  
er near the Brooklyn Bridge, close  
by to Don's Brooklyn shop, where  
he follows his own creative in-  
stincts in kayak design. The sto-  
ry's near the middle of this issue.

# Commentary

**BOB  
HICKS**

On the opposite page begins  
our next serialization, Nathaniel  
Bishop's "Voyage of the Paper Ca-  
noe". This serialization thing has  
worked out nicely in our twice a  
month format, not quite the weekly  
installments of the old "Saturday  
Evening Post" days, but close.  
"Adventures Down the Bay" chro-  
nicle two turn-of-the century  
youths cruising Narragansett Bay  
in a small sailing skiff was an ex-  
ercise in innocence, adventures of  
early teen years when boys could  
still be just boys. "Carter's Coast  
of New England" found a much more  
mature group of companions drink-  
ing and fishing their way along  
our New England coast of the post  
Civil War era in a skippered sloop.  
Now we have another adventure  
from that same period in Mr. Bish-  
op's chronicle.

My friend Walter Fullam makes  
much of the paper canoe aspect of  
this lengthy outing, surely one of  
the more bizarre of boat building  
materials. It wasn't fragile stuff,  
the paper and glue, layer upon  
layer, made a light, rigid, rugged  
craft, a predecessor of today's  
glass cloth and polyester resin  
plastic boats. Early hi-tech small  
craft. The period during which  
Bishop used his paper canoe found  
the fastest rowing shells in use  
built of paper and glue also, much  
lighter than wood of comparable  
strength. So, Bishop was not one to  
stand on traditional ways, he ob-  
tained a "state of the art" boat for  
his adventure.

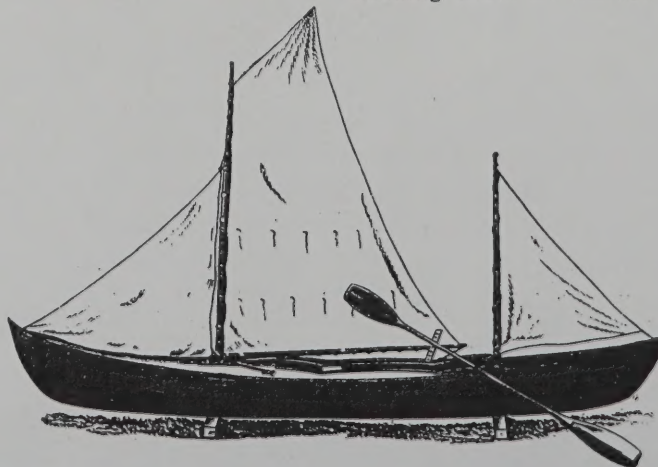
I also happen to like the scope  
of Bishop's vision and his chosen  
craft, a small paddle powered one.  
Bishop's "canoe" was a decked boat  
and he used a double paddle. Sort  
of looks like sea kayak, doesn't it?  
So this is not really a "canoeing"  
trip, but rather a "paddling" trip.  
Canoeists and kayakers can both  
appreciate Bishop's efforts and ex-  
periences.

People who have reason to use  
the Intracoastal Waterway also will  
find this chronicle absorbing. Much  
of the southern part of the ICW was  
built during the Civil War so the  
South could use coastal shipping  
without interference from Yankee  
blockade vessels. So a lot of Bish-  
op's route was hardly ten years old  
when he headed south. Anyone with  
any personal knowledge of this  
coast and the Hudson River valley  
and Lake Champlain will also note  
with interest how things were over  
100 years ago on these waters,  
travelling in a small boat.

Finally, anyone who has con-  
templated "minimal cruising" in  
small rowing, paddling or sailing  
craft, will find a wealth of infor-  
mation in Bishop's day-to-day expe-  
riences living out of his "canoe".  
He did, of course, take advantage  
of shoreside facilities where they  
existed. But much of his route was  
remote from convenient facilities. A  
sort of wilderness condition at  
times. Especially in the South.

The fifteen chapters are long-  
ish and should take us through the  
winter before his journey ends on  
the Gulf of Mexico. We'll be using  
the maps and illustrations along  
with the printed pages. You'll no-  
tice some wavy lines and odd tilts  
and maybe even some grayish areas  
from time to time as we just photo-  
copied a faded old original copy of  
the book and cut and paste to fit  
our magazine format. No, I did not  
consider re-setting all 350 or so  
pages of type, even installment by  
installment. No time for that.

Getting started in this issue,  
Bishop introduces his concept and  
summarizes the results. He then  
sets the scene for his start from  
Quebec by describing the seaward  
approaches to that city from the  
North Atlantic. Next issue, in  
Chapter 2, he gets underway him-  
self. The earliest chronicle of  
heading south on the ICW. Enjoy.







# VOYAGE OF THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM  
QUEBEC TO THE GULF OF MEXICO,  
DURING THE YEARS 1874-5.  
BY  
NATHANIEL H. BISHOP,

## INTRODUCTION.

THE author left Quebec, Dominion of Canada, July 4, 1874, with a single assistant, in a wooden canoe eighteen feet in length, bound for the Gulf of Mexico. It was his intention to follow the natural and artificial connecting watercourses of the continent in the most direct line southward to the gulf coast of Florida, making portages as seldom as possible, to show how few were the interruptions to a continuous water-way for vessels of light draught, from the chilly, foggy, and rocky regions of the Gulf of St. Lawrence in the north, to the semi-tropical waters of the great Southern Sea, the waves of which beat upon the sandy shores of the southernmost United States. Having proceeded about four hundred miles upon his voyage, the author reached Troy, on the Hudson River, New York state, where for several years E. Waters & Sons had been perfecting the construction of paper boats.

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11585  
The advantages in using a boat of only fifty-eight pounds weight, the strength and durability of which had been well and satisfactorily tested, could not be questioned, and the author dismissed his assistant, and "paddled his own canoe" about two thousand miles to the end of the journey. Though frequently lost in the labyrinth of creeks and marshes which skirt the southern coast of his country, the author's difficulties were greatly lessened by the use of the valuable and elaborate charts of the United States Coast Survey Bureau, to the faithful executors of which he desires to give unqualified and grateful praise.

To an unknown wanderer among the creeks, rivers, and sounds of the coast, the courteous treatment of the Southern people was most gratifying. The author can only add to this expression an extract from his reply to the address of the Mayor of St. Mary's, Georgia, which city honored him with an ovation and presentation of flags after the completion of his voyage:

"Since my little paper canoe entered southern waters upon her geographical errand, — from the capes of the Delaware to your beautiful St. Mary's, — I have been deeply sensible of the value of Southern hospitality. The oystermen and fishermen living along the lonely beaches of the eastern shore of Maryland and Virginia; the surfmen and light-house keepers of Albemarle, Pamlico, and Core sounds, in North Carolina; the ground-nut planters who inhabit the uplands that skirt the network of creeks, marshes, ponds, and sounds from Bogue Inlet to Cape Fear; the piny-woods people, lumbermen, and turpentine distillers on the little bluffs that jut into the fastnesses of the great swamps of the crooked Waccamaw River; the representatives of the once powerful rice-planting aristocracy of the Santee and Pee Dee rivers; the colored men of the beautiful sea-islands along the coast of Georgia; the Floridians living between the St. Mary's River and the Suwanee — the wild river of song; the islanders on the Gulf of Mexico where I terminated my long journey; — all have contributed to make the 'Voyage of the Paper Canoe' a success."

After returning from this paper-canoe voyage, the author embarked alone, December 2, 1875, in a cedar duck-boat twelve feet in length, from the head of the Ohio River, at Pittsburgh, Pennsylvania, and followed the Ohio and Mississippi rivers over two thousand miles to New Orleans, where he made a portage through that city eastwardly to Lake Pontchartrain, and rowed along the shores of the Gulf of Mexico six or seven hundred miles, to Cedar Keys, Florida, the terminus of his paper-canoe voyage.

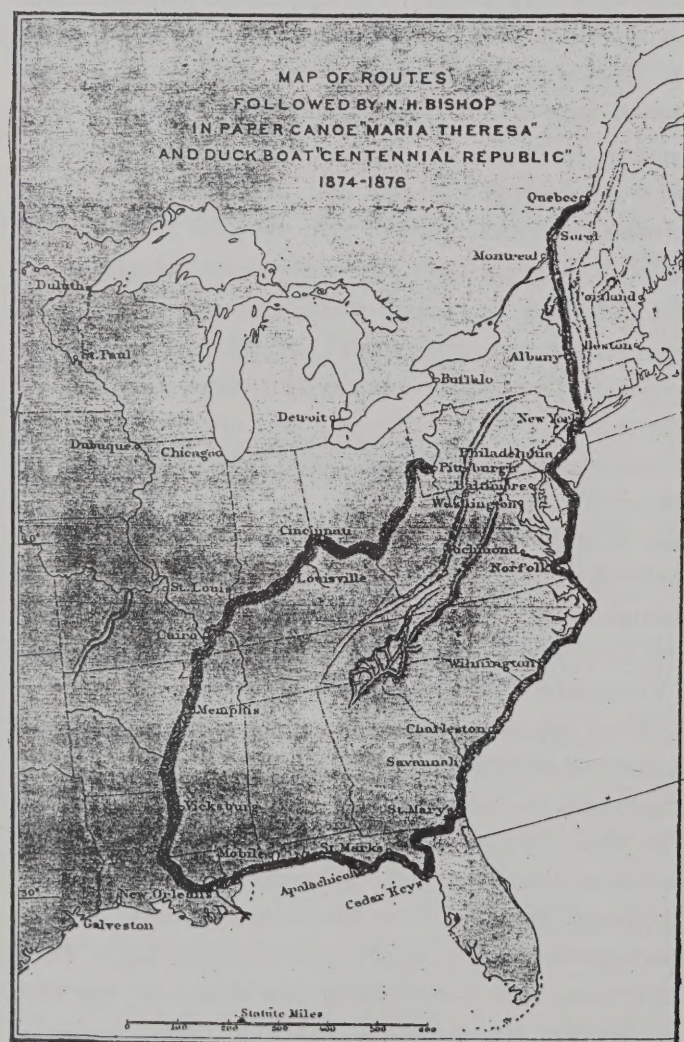
While on these two voyages, the author rowed over five thousand miles, meeting with but one accident, the overturning of his canoe in Delaware Bay. He returned to his home with his boats in good condition, and his note-books, charts, &c., in an excellent state of preservation.

At the request of the "Board on behalf of the United States Executive Department" of the Cen-



ennial Exhibition at Philadelphia, the paper canoe "Maria Theresa," and the cedar duck-boat "Centennial Republic," were deposited in the Smithsonian Department of the United States Government building, during the summer and fall of 1876.

The maps, which show the route followed by the paper canoe, have been drawn and engraved by contract at the United States Coast Survey Bureau, and are on a scale of  $\frac{1}{1,500,000}$ . As the work is based on the results of actual surveys, these maps may be considered, for their size, the most complete of the United States coast ever presented to the public.



## CHAPTER I.

### THE APPROACHES TO THE WATER-WAY OF THE CONTINENT.

ISLAND OF ST. PAUL.—THE PORTALS OF THE GULF OF ST. LAWRENCE.—THE EXTINCT AUK.—ANTICOSTI ISLAND.—ICEBERGS.—SAILORS' SUPERSTITIONS.—THE ESTUARY OF THE ST. LAWRENCE.—TADOUSAC.—THE SAGUENAY RIVER.—WHITE WHALES.—QUEBEC.

WHILE on his passage to the ports of the St. Lawrence River, the mariner first sights the little island of St. Paul, situated in the waste of waters between Cape Ray, the southwestern point of Newfoundland on the north, and Cape North, the northeastern projection of Cape Breton Island on the south. Across this entrance to the Gulf of St. Lawrence from cape to cape is a distance of fifty-four nautical miles; and about twelve miles east-northeast from Cape North the island of St. Paul, with its three hills and two light-towers, rises from the sea with deep waters on every side.

This wide inlet into the gulf may be called the middle portal, for at the northern end of Newfoundland, between the great island and the coast of Labrador, another entrance exists, which is known as the Straits of Belle Isle, and is sometimes called "the shorter passage from England." Still to the south of the middle entrance is another and a very narrow one, known as the Gut of Canso, which separates the island of Cape Breton from Nova Scotia. Through this contracted thoroughfare the tides run with great force.

One hundred years ago, as the seaman approached the dangerous entrance of St. Paul, now brightened at night by its light-towers, his heart was cheered by the sight of immense flocks of a peculiar sea-fowl, now extinct. When he saw upon the water the Great Auk (*Alca impennis*), which he ignorantly called "a pengwin," he knew that land was near at hand, for while he met other species far out upon the broad Atlantic, the Great Auk, his "pengwin," kept near the coast. Not only was this now extinct bird his indicator of proximity to the land, but so strange were its habits, and so innocent was its nature, that it permitted itself to be captured by boat-loads; and thus were the ships re-victualled at little cost or trouble. Without any market-value a century ago, the Great Auk now, as a stuffed skin, represents a value of fifteen hundred dollars in gold. There are but seventy-two specimens of this bird in the museums of Europe and America, besides a few skeletons, and sixty-five of its eggs. It was called in ancient days Gare-fowl, and was the *Geirfugl* of the Icelander.

Captain Whitbourne, who wrote in the reign of James the First, quaintly said: "These Pen-



gwins are as bigge as Geese, and flye not, for they have but a little short wing, and they multiply so infinitely upon a certain flat island that men drive them from thence upon a board into their boats by hundreds at a time, as if God had made the innocency of so poor a creature to become such an admerable instrument for the sustenation of man."

In a copy of the English Pilot, "fourth book," published in 1761, which I presented to the library of the United States Coast-Survey, is found this early description of this now extinct American bird: "They never go beyond the bank [Newfoundland] as others do, for they are always on it, or in it, several of them together, sometimes more but never less than two together. They are large fowls, about the size of a goose, a coal-black head and back, with a white belly and a milk-white spot under one of their eyes, which nature has ordered to be under their right eye."

Thus has the greed of the sailor and pot-hunter swept from the face of the earth an old pilot—a trusty aid to navigation. Now the light-house, the fog-gun, and the improved chart have taken the place of the extinct auk as aids to navigation, and the sailor of to-day sees the bright flashes of St. Paul's lights when nearly twenty miles at sea. Having passed the little isle, the ship enters the great Gulf of St. Lawrence, and passes the Magdalen Islands, shaping its course as wind and weather permit towards the dreaded, rocky coast of Anticosti. From the entrance of the gulf to the island of Anticosti the course to be followed is northwesterly about one hundred and thirty-five nautical miles. The island which divides an upper arm of the gulf into two wide channels is one hundred and twenty-three miles long, and from ten to thirty miles wide. Across the entrance of this great arm, or estuary, from the high cape of Gaspé on the southern shore of the mainland to Anticosti in the narrowest place, is a distance of about forty miles, and is called the South Channel. From the north side of the island and near its west end to the coast of Labrador the North Channel is fifteen miles wide. The passage from St. Paul to Anticosti is at times dangerous. Here is an area of strong currents, tempestuous winds, and dense fogs. When the wind is fair for an upward run, it is *the* wind which usually brings

misty weather. Then, from the icy regions of the Arctic circle, from the Land of Desolation, come floating through the Straits of Belle Isle the dangerous bergs and ice-fields. Early in the spring these ice rafts are covered with colonies of seals which resort to them for the purpose of giving birth to their young. On these icy cradles, rocked by the restless waves, tens of thousands of young seals are nursed for a few days; then, answering the loud calls of their mothers, they accompany them into the briny deep, there to follow the promptings of their instincts. The loud roarings of the old seals on these ice rafts can be heard in a quiet night for several miles, and strike terror into the heart of the superstitious sailor who is ignorant of the origin of the tumult.

Frequently dense fogs cover the water, and while slowly moving along, guided only by the needle, a warning sound alarms the watchful master. Through the heavy mists comes the roar of breaking waters. He listens. The dull, swashy noise of waves meeting with resistance is now plainly heard. The atmosphere becomes suddenly chilled: it is the breath of the iceberg!

Then the shrill cry of "All hands on deck!" startles the watch below from the bunks. Anxiously now does the whole ship's company lean upon the weather-rail and peer out into the thick air with an earnestness born of terror. "Surely," says the master to his mate, "I am past the Magdalens, and still far from Anticosti, yet we have breakers; which way can we turn?" The riddle solves itself, for out of the gloom come whitened walls, beautiful but terrible to behold.

Those terror-stricken sailors watch the slowly moving berg as it drifts past their vessel, fearing that their own ship will be drawn towards it from the peculiar power of attraction they believe the iceberg to possess. And as they watch, against the icy base of the mountain in the sea the waves beat and break as if expending their forces upon a rocky shore. Down the furrowed sides of the disintegrating berg streamlets trickle, and miniature cascades leap, mingling their waters with the briny sea. The intruder slowly drifts out of sight, disappearing in the gloom, while the sailor thanks his lucky stars that he has rid himself of another danger. The ill-omened Anticosti, the graveyard of many seamen, is yet



to be passed. The ship skirts along its southern shore, a coast destitute of bays or harbors of any kind, rock-bound and inhospitable.

Wrecks of vessels strew the rocky shores, and four light-houses warn the mariner of danger. Once past the island the ship is well within the estuary of the gulf into which the St. Lawrence River flows, contributing the waters of the great lakes of the continent to the sea. As the north coast is approached the superstitious sailor is again alarmed if, perchance, the compass-needle shows sympathy with some disturbing element, the cause of which he believes to exist in the mountains which rise along the shore. He repeats the stories of ancient skippers, of vessels having been lured out of their course by the deviation of the guiding-needle, which succumbed to the potent influence exerted in those hills of iron ore; heeding not the fact that the disturbing agent is the iron on board of his own ship, and not the magnetic oxide of the distant mines.

The ship being now within the estuary of the St. Lawrence River, must encounter many risks before she reaches the true mouth of the river, at the Bic Islands.

The shores along this arm of the gulf are wild and sombre. Rocky precipices frown upon the swift tidal current that rushes past their bases. A few small settlements of fishermen and pilots, like Metis, Father Point, and Rimousky, are discovered at long intervals along the coast.

In these St. Lawrence hamlets, and throughout Lower Canada, a patois is spoken which is unintelligible to the Londoner or Parisian; and these villagers, the descendants of the French colonists, may be said to be a people destitute of a written language, and strangers to a literature.

While holding a commission from Francis the First, king of France, Jacques Cartier discovered the Gulf of St. Lawrence, during his first voyage of exploration in the new world. He entered the gulf on St. Lawrence's day, in the spring of 1534, and named it in honor of the event. Cartier explored no farther to the west than about the mouth of the estuary which is divided by the island of Anticosti. It was during his second voyage, in the following year, that he discovered and explored the great river. Of the desolate shores of Labrador, on the

north coast, he said, "It might as well as not be taken for the country assigned by God to Cain."

The distance from Quebec to Cape Gaspé, measured upon a course which a steamer would be compelled to take, is four hundred and seven statute miles. The ship first enters the current of the river St. Lawrence at the two Bic Islands, where it has a width of about twenty miles. By consulting most maps the reader will find that geographers carry the *river* nearly two hundred miles beyond its usual current. In fact, they appropriate the whole estuary, which, in places, is nearly one hundred miles in width, and call it a river—a river which lacks the characteristics of a river, the currents of which vary with the winds and tidal influences, and the waters of which are as salt as those of the briny deep.

Here, in the mouth of the river, at the Bics, secure anchorage for vessels may be found; but below, in the estuary, for a distance of more than two hundred and forty-five miles, to Gaspé, there is but one port of refuge, that of Seven Islands, on the north coast.

As the ship ascends the river from Bic Islands, a passage of about one hundred and sixty statute miles to Quebec, she struggles against a strong current. Picturesque islands and little villages, such as St. André, St. Anne, St. Rogue, St. Jean, and St. Thomas, relieve the monotony. But very different is the winter aspect of this river, when closed to navigation by ice from November until spring. Of the many tributaries which give strength to the current of the St. Lawrence and contribute to its glory, the Saguenay River with its remarkable scenery is counted one of the wonders of our continent. It joins the great river from the north shore, about one hundred and thirty-four statute miles below Quebec. Upon the left bank, at its mouth, nestles the little village of Tadousac, the summer retreat of the governor-general of the Dominion of Canada.

American history claims for the Roman Catholic church of this settlement an age second only to that of the old Spanish cathedral at St. Augustine, Florida. For three hundred years the storms of winter have beaten upon its walls, but it stands a silent yet eloquent monument of the pious zeal of the ancient Fathers, who came

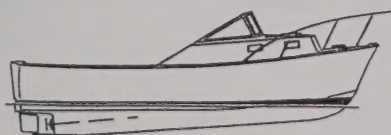


to conquer Satan in the wilderness of a new world. The Saguenay has become the "Mecca" of northern tourists, ever attracting them with its wild and fascinating scenery. Capes Eternity and Trinity guard the entrance to Eternity Bay. The first towers sublimely to a height of eighteen hundred feet, the other is only a little lower. A visit to this mysterious river, with its deep, dark waters and picturesque views, will repay the traveller for the discomforts of a long and expensive journey.

Where the turbulent current of the Saguenay mingles angrily with that of the St. Lawrence, there may be seen disporting in the waves the white whale of aquariums, which is not a whale at all, but a true porpoise (*Delphinopterus ca-todon*, as he is now called by naturalists), having teeth in the jaws, and being destitute of the fringed bone of the whalebone whales. This interesting creature is very abundant in the Arctic Ocean on both the Atlantic and Pacific sides, and has its southern limits in the Gulf of St. Lawrence, although one is occasionally seen in the Bay of Fundy, and it is reported to have been observed about Cape Cod, on the Massachusetts coast.

As the ship nears the first great port of the St. Lawrence River, the large and well cultivated island of Orleans is passed, and the bold fortifications of Quebec, high up on the face of Point Diamond, and flanked by the houses of the French city, break upon the vision of the mariner. To the right, and below the city, which Champlain founded, and in which his unknown ashes repose, are the beautiful Falls of Montmorency, gleaming in all the whiteness of their falling waters and mists, like the bridal veil of a giantess. (To Be Continued)

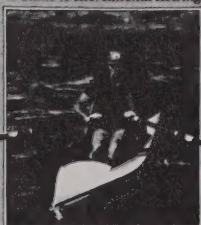
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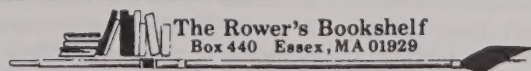
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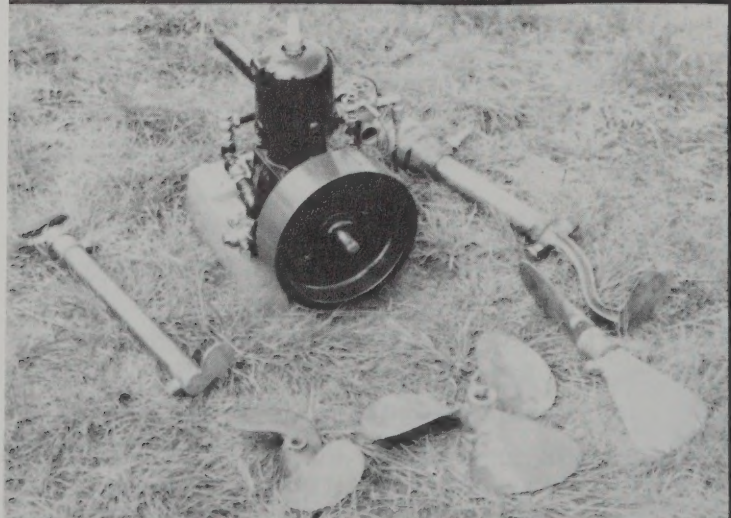
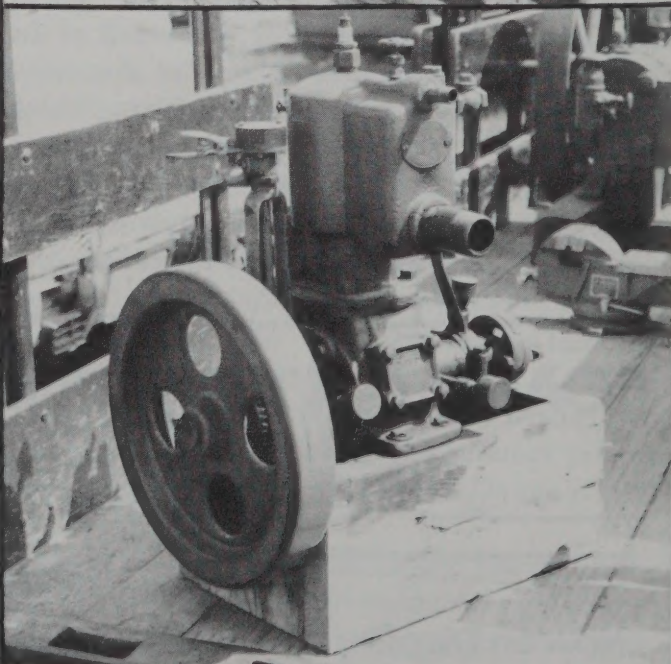
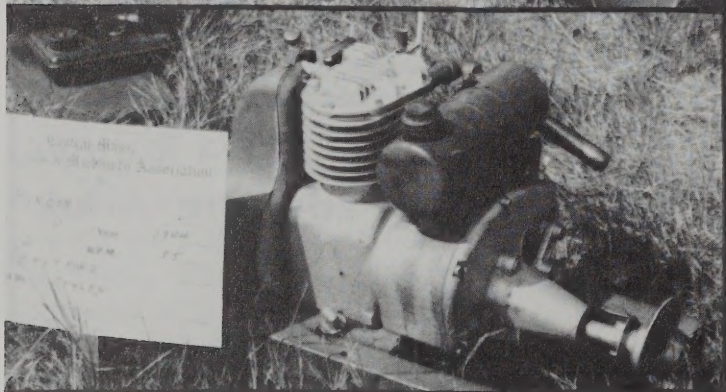
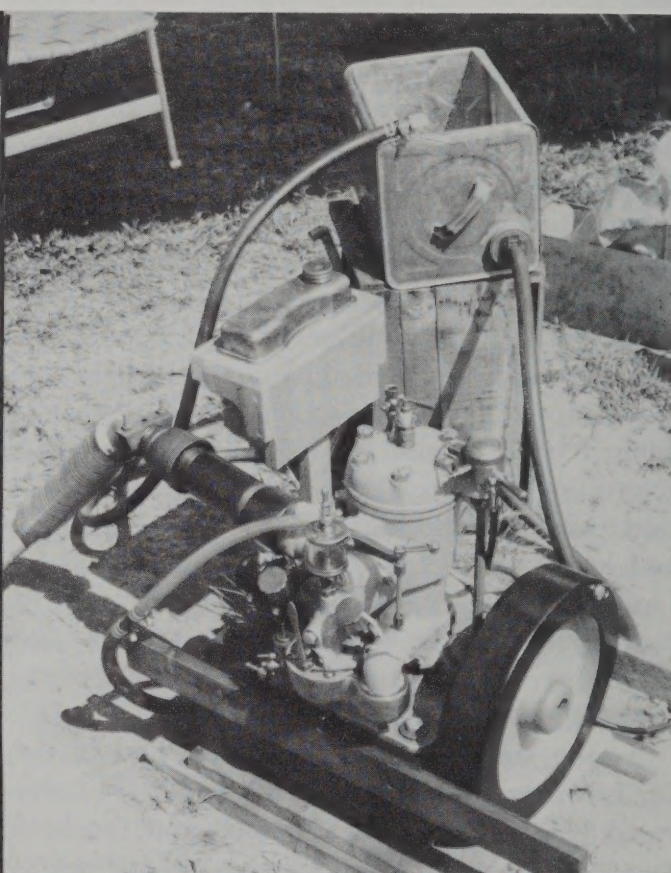
# Where the Old Engines Are

For the past dozen years now at the end of June, the Central Massachusetts Steam, Gas & Machinery Association, hosts a show of old engines at the Orange, Massachusetts, airport, in conjunction with a homebuilt and antique air-

plane fly-in. While most of the engines to be seen are old one-lungers used years ago in factories and on farms, almost anything old and curious stumbled upon by members is brought to the meet. There are usually enough old one-lunger ma-

rine engines to make my visit worthwhile, or for anyone looking for such power for an old launch restoration or new replica. Here are some of the selection I saw on my visit this year.

Bob Whittier, Duxbury, MA.



Left from the top: A canoe fitted with a walking beam steam engine driving paddlewheels. A Pincor air-cooled marine engine fitted with a genuine F-N-R gearbox. Thought to be a Sandow, this one-lunger is done up smartly in black, with red trim and a choice of propellers. Right from top: This handsomely restored Ferro has a light blue paint job trimmed in red. Amongst the old unrestored stuff brought in for sale was this marine one-lunger, a Termaat & Monahan.



# In some ways the Dutch are rather strange

Not too many people enclose a body of water, in the middle of a larger body of water, with a dike, and then proceed to pump the water from inside the dike to the outside of the dike, in order to create land to live and work on. Such newly-created land, which is below sea level, is called a "polder". There is some truth to the saying that, "God made the earth and the Dutch created Holland."

Prior to all the dike building of this century, there existed, in the middle of the Netherlands, the Zuiderzee, which was really a part of the North Sea. Nowadays the Zuiderzee is no more; the body of water remaining in between the polders is called the Ysselmeer, after an arm of the Rhine River (the Yssel) which empties into it.

The old Zuiderzee shaped history; over it sailed the ships of the Dutch East Indies Company, to and from Amsterdam, which, without the direct access to the oceans of the world, would not have developed into one of the major trading centers of Europe. A few other cities on the Zuiderzee shores also had their heydays as members of the Hanseatic League.

The Zuiderzee, although large in area, was fairly shallow; it formed rich breeding ground for North Sea fish. In order to get to all the fish, fishing vessels of shallow draft were developed; yet these boats needed to be quite seaworthy to stand up to what often amounted to open ocean weather. It is not at all clear when, how and where the fishing vessels now known as "botters" really originated, but these ships were uniquely adapted to the Zuiderzee. Only a couple of feet in draft, flat-bottomed, with large leeboards, and unstayed gaff-rigged masts (to make fishing under sail as hassle-free as possible), a built-in bun (which also served as water ballast), an at-will recoverable bowsprit to set additional foresails for speed, these botters have an amazing combination of speed, seaworthiness and stability.

Today, with the Zuiderzee no longer in existence, botters are no longer being built. Since these "working ships" were only needed for the specific purpose of fishing the Zuiderzee, they were only built at a handful of local yards, by builders who did not need any drawings or such nonsense. One simply built a botter just about like one's father did, with a bit more or less of this or that, as was

Illustration done in 1878 by Elijah Baxter (the Editor's great-grandfather) while studying art in Antwerp.



requested by the customer.

So, with the demise of the Zuiderzee, a part of Dutch maritime history was threatened. Yes, the government did foresee that, and a Zuiderzee Museum now stands in the polder over which once these ships sailed, with, indeed, a botter.

But a bunch of Dutch sailors got together too. They formed a more or less formal club to help each other in restoring and preserving their privately owned, original botters. These ships were often found as abandoned derelicts in the backwaters around the erstwhile Zuiderzee, rotting away. With untold man-hours of sweat and scraped together private money, a few botters are being preserved, not as museum pieces, but as working, sailing fishing vessels. In the little town of Spakenburg there is still a boatyard where botters are being repaired, and, in fact, a few years ago, a new botter was built there in the old way, by a rather taciturn old shipwright helped by a handful of unemployed youngsters. The shed is ever so ramshackle an affair and it is clearly impossible to build a botter inside that shack and then get her into the water, there is no room for that. But they did it.

In front of the yard in the small harbor lies a large part of the fleet of the "Vereniging Botterbehoud" (cumbersomely translated as "Association for the Preservation of Botters"). The owners show up on weekends to work on their boats, helping each other as need be, with knowledge ("no, John,

that mast step went thataway, not thisaway!"), with timber, with a leeboard ("yes, you can use my old spare."), whatever.

To the occasional visitor like this writer, apologies are tendered if the ship is no longer exactly as it used to be ("we removed the old bulkhead because we needed a few more bunks."); these guys are not only after having a boat, they are somehow feeling a responsibility to the ship's history. Their newsletter is full of old lore, requests for information, descriptions of how to fix to original whatever part of a botter, ads for cotton sails (whoever heard of dacron on a botter?), original caulk ("as used in 1904"), and so on. But also there are photographs of last summer's regatta and stories about the fights over whether or not the winner of that regatta was cheating by using some modern (bah, boo) gear, an argument apparently amicably settled over copious quantities of "jenever" (Dutch gin). During these get-togethers of the old botters, any interested bystander is welcome aboard, and with some luck he'll go for a sail too. For free. With a running commentary on how things used to be provided. Yes, a donation to the Vereniging Botterbehoud will be appreciated, but, no, that's not the point - keeping botters as "living museums" IS. Without any government subsidies, without official meddling, without accredited curators.

Just for the fun of it. In some ways, the Dutch are rather strange.

W. Van de Stadt, Salem, MA



## FINISHING TOUCHES

The "Jonesport" cleat on the bow is fun to make; my girls nicknamed it "the whale". I cut it out of a solid block of pecan I had left over from the last boat; most any hardwood would do. Like Mr. Payson, I cut out the profile on the bandsaw (in my case, a friend's) but did not round off the "head" as much as shown on the drawing. It makes a fine conversation piece when naturally finished.

I tried cutting out some cleats for the deck, but they did not come out looking nearly as fine as those Guy Hamman made for our "Harbinger" catboat; I bought bronze ones for our "Starlight".

If you decide to camber the deck like I did, just forget the bevel on the outside gunwale. It will work out about right if the gunwale strip is square to the side of the boat and to the deck.

For sure if you keep the flat deck, remember to put the high side of the bevel facing out so the top of the gunwale is flush with the deck, not inwards like I did, or then the angles will be additive and a gap results. Micro fibers and epoxy make good filler, while a white bumper strip around the gunwale looks even better.

## FINAL FITUP

Let your eye be your guide during final fitup. Measurements are sometimes too fine to pick out flat spots in the many curves that make up a boat. The fore and aft curve of the deck looked off to me when the kingplank was screwed down for a temporary fit; a couple of shims (1/8" total) on top of the deck beam trued things up quite a bit. After all, it's your eye that will be living with this boat for the next 30 years, not your folding rule.

In typical amateur fashion, I doubled the thickness of something else; the mast partner. The 1/4" thick circle called for just seemed so flimsy when made that I doubled the thickness to 1/2", screwed the blank to the deck piece, flipped the whole thing over and cut the deck and the partner hole at the same time with a saber saw for a perfect fit. Remember to cut the 12 degree bevel first to the left, then to the right as you face the workbench, not just on around the circle (the forward half has the wide part of the bevel down).

By the way, a few screws holding down the king plank when fitting up allow it to be taken off and put back on again in the same place. I found that two smooth nails through each side panel at the splice strips held things in alignment long enough to mark the sides for cutting and also, when put back in the same holes again, put the sides in alignment with the king plank for nailing and gluing. Putting nails in the screw holes

# An Amateur Builds a "Bobcat"

PART 3

Bill Rutherford



Just out of the paint shop.

helps line up the deck when the glue is wet.

Lacking Mr. Payson's mighty vise, I looked to a local job shop to make the two stainless steel rudder straps that hold on the tiller. In retrospect, it would have been less expensive to purchase a vise and some strap stock; shop time in the fab shop ran \$40/hour plus materials, which can add up even if it only took an hour of time. The results are perfectly rounded on top and polished to a mirror finish and precise in their lengths and widths, so they really add to the looks of the boat, but the overall goal of economy was shot on this item.

I heeded Dynamite's "measure twice and cut once", and "leave it long and cut later" maxims, and added, "make a pattern and mess it up instead of the good stuff". The good stuff in my case was some fine clear mahogany for coamings that I had milled to a nice 1/2" thickness. The pattern material was some left over 1/4" plywood (a lot more plentiful). The left over piece from over the top plank works well. It also already had a curve approximating that of the deck; a quick marking and I had a pattern to lay on the mahogany; the same shape fits both sides of the cockpit. A side benefit is that you have no batten holding nail holes in your good wood.

## FLOOR BOARDS

It sure would be easier to install the floor beams before doing the trim work, and for sure before painting the interior. I didn't do either and that paint is hard to sand off, saying nothing of the gyrations I went through crawling around under the deck to get into

position to drill pilot holes for screws. The beams have to go in after fiberglassing the frame joints, so round the downside edges to fit the joint fillets, then screw and glue. I used big 2" #10 screws on the "E" frame beam and the second half of the double beam at frame "D". I countersunk the heads and filled them with the microfiber mix I filleted them in with.

I used 6" (5-1/2" actually) by 1/2" thick floorboards. The layout is tricky. I ended up with one with square ends in the center of the after section and three with angles cut on each side. The easiest way to lay them out is on graph paper using scaled 5-1/2" wide strips overlaid on the shape of the floor. The result is a full 5-1/2" wide center piece with three 3-1/2" wide along frame "E" (aft) with the widths at frame "D" being just whatever they turn out to be, resulting from cutting the 5-1/2" width. Remember, the angles across the ends of individual boards will vary. The alternative is to use Bolger's design which is a mix of 4" and 5-1/2" wide boards.

Another reason for using the 5-1/2" floorboards is that the cracks then line up in both sections, both fore and aft of frame "D", if you start at the outside with full width boards and end up with 1-3/4" wide boards next to the centerboard. It really gives a nice effect, making the whole floor a single entity, rather than two separates as with different width boards. You can beef up the narrow center boards with a third cross piece underneath if you think anyone will stand on just that narrow board.

One advantage of home building from a set of plans instead of



using a kit of precut pieces is that should a piece of wood be of a different shape than that called for, the shape itself may be changed to fit the wood available, rather than forcing the shape on the wood. We did that with the forward coaming piece. The available wood was a full 6" wide where only 4-1/2" was needed, so we left it the full 6" wide and added a smooth swoop along the bottom edge which comes to a point in the center. The dark mahogany makes a nice contrast against the creamy white painted frame.

#### TILLER

I had trouble with the tiller. The angle between the tiller and rudder top is critical. Try as I might, I could not get a steep enough angle from a piece of 1-1/2" x 1-1/2" stock. Finally, I just used a shim under the aft rudder strap to hold the tip of the tiller up.

When installed as drawn, the sharpest rudder turn angle possible is about 45 degrees, then the tiller hits the coaming. So I made a second tiller with a lesser angle that fits under the coaming, which allows a substantial turn, which I tend to require since people appear on their decks to fend off with boat hooks when I appear.

#### PAINTING

That "T" square idea of Mr. Payson's for marking the waterline and boot top stripe lines is truly great. I just would not have painted a boot top without it. One suggestion: Screw the two pieces of the "T" together so they may be disassembled easily for cutting down to the next water line size.

Another suggestion: Don't use a level athwartship on the seat to level the boat; for those of us who build to a "quarter bubble is close enough", it is better to check each side with the "T" square to make sure the lines come just as high on each side. My concrete garage floor was plenty flat enough to use. No special plywood "floor" was required.

#### SPARS

An alternative to eight-siding the mast with a skilsaw is to run it through a table saw. Just set the blade at 45 degrees and the fence at the distance from the outside edge to the 45 degree angle line you've marked on the butt of the mast as described by Mr. Payson (just use your 45 degree angle level on your try square to draw tangent lines to the outside of the 3-1/2" circle).

You could 16 side the mast on the table saw too, using an angle of 22-1/2 degrees (45 degrees divided in two) but with the tapers at each end, a good sharp plane makes more sense. I did 16 side the shaft of a long handled paddle on the saw and that worked fine.



Laying out the deck fiberglass. Laying out the sail. Laying out in the "lounging" area.

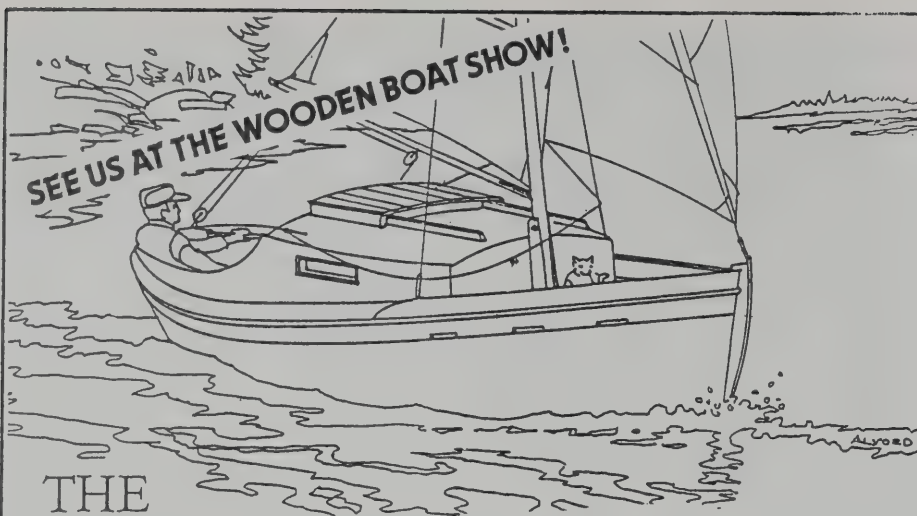
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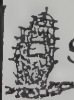
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## PADDLE

Canoe paddles are all too short for wide sided boats like this one. You end up leaning way over to reach the water, throwing the whole craft out of balance just to try to avoid crashing into the dock. The obvious alternative is a longer handled paddle, like the one Peter Spectre handled so adroitly on the cover of last winter's "Wooden Boat". It has a small roundish blade with a nub of the handle protruding past the blade, the better to fend off approaching docks. An 8' handle is about right to fit on the floor in front of the seat.

## SCULLING OARLOCK

I added one more extra; a motor mount/sculling oarlock pad on the transom. I will never clap a motor on her (eh-hem), but someone else just might, so I made a pad 3/4" x 6" x 7" to fit my three horse outboard. Then I drilled a 3/4" diameter hole down between the pad and the transom and let in an oarlock bracket, the straight down kind. I lined it with epoxy to waterproof it. I suggest corking it when not in use to protect from rot. The oar lock, if the open kind without a pin, has an added benefit; it serves as a boom crutch when the lazy jacks are let down all the way when assembling the rig.

## REFERENCES

"Build the Instant Catboat" by Harold "Dynamite" Payson, International Marine Publishing Co., Camden, ME.

"Wooden Boat" magazine #60, P.O. Box 78, Brooklin, ME 04616.

"Small Boat Journal" #40, #50 and #51, P.O. Box 1066, Bennington, VT 05201.

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# Wandering

Report & Photos by Jim Casey

Heading west across Rhode Island from my home in Newport, my double paddle canoe atop the car, I considered where to launch.

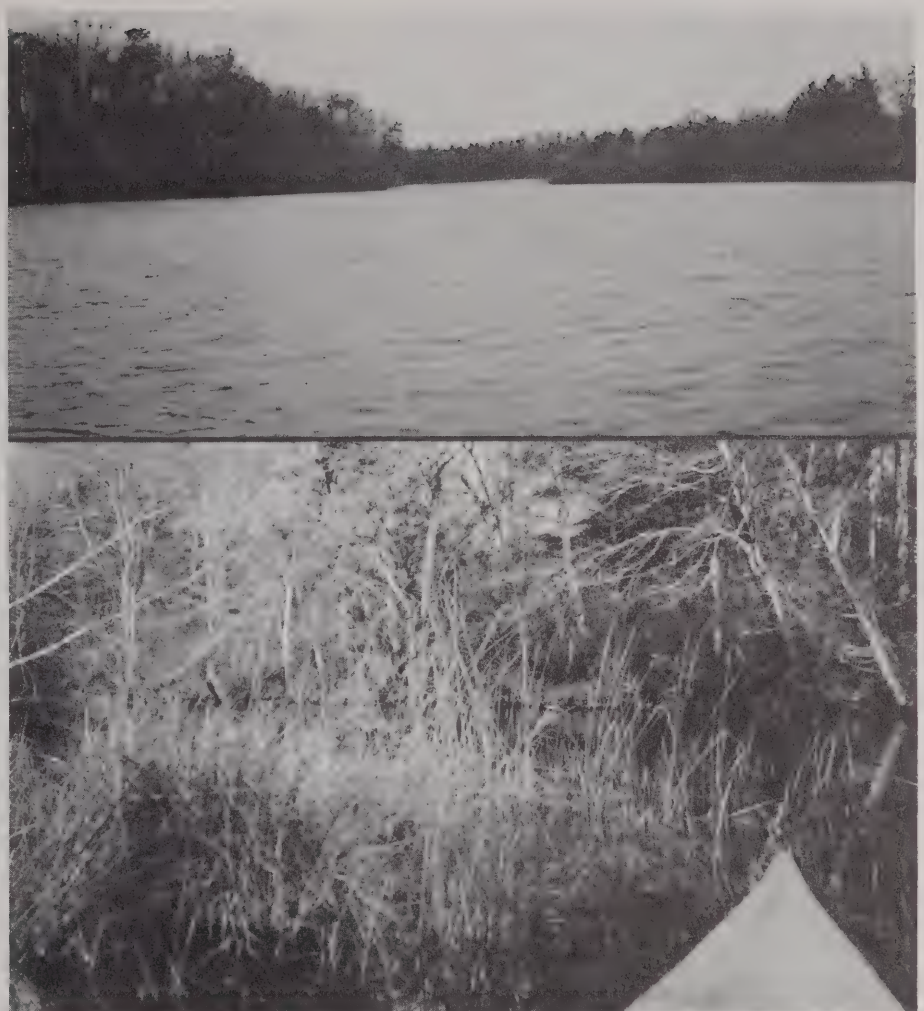
I had a few days and had made no plans except to get stuff together, put the canoe on the car and head in the direction that called. It was the first day of November, but the weather was still mild. I launched at the pleasant and spacious ramp at Alton, RI, on Rt. 91 and paddled two miles up the Wood River, one of Rhode Island's most popular rivers for canoeing. At Woodville, where the Woodville Road crosses the river, there are falls and it was nice to stretch my legs and get a look at the river above before heading back. I liked the slightly confusing, in a minor sort of way, marshy part of the river just above Alton.

After supper I hid the canoe in brush and grass near the car, rather than putting it on the car, lest it catch the attention of any local mischief makers, then went to bed in the back of the station wagon.

The next morning, heading up toward the northeastern corner of Connecticut, I swung off Rt. 138 onto Rt. 201 north, a quiet wooded road west of Voluntown, Connecticut, and came upon the entrance to Hopeville Pond State Park. Thinking I'd take a quick look at it, I followed a winding road through open woods to the heart of the park, where there were buildings related to the swimming beach, all painted a flat brown and now boarded up for the winter. I was the only person in the whole place.

It was clean, spacious and silent. From a clear sky the sun shone on the sandy beach. Sometimes there was just the whisper of a breeze, scented with pine, not heard and barely felt. A very pleasant and tranquil place. I hung out there for the remainder of the day; reading, eating, napping, contemplating the pond. Now and then throughout the day there were a few other visitors, fishing, walking dogs or just sitting. But, it was still silent, as if sound didn't exist here.

I again slept in the car and in the morning walked to the camping and boat launching part of the park, nicely laid out on a neck of land by itself, but closed down for the winter. After breakfast, I launched the canoe and paddled up the pond half a mile to the falls, 8 feet high, where the pond feeds a river which leads to Ashland Pond and the Quinebaug River.



Top: Hopeville Pond State Park beach in the distance. Bottom: Heading into the Pachaug River.

It was another sunny warm day, more like September than November. After paddling back to the park, I continued on down past it and came to what I thought was the end of the pond, only to find there was another part ahead. This happened twice before I did finally come to the end. There were some homes along the shores, some fields, but mostly woods. The pond now became a little river which I continued to follow, passing under a couple of bridges (secondary roads) and finally, now three miles from the park, arriving at a dike and dam several feet above the river level. What I beheld when I climbed up on the dike was another lake stretching away to some hills which I guessed, later proved correctly, to be about three miles distant. This was a great surprise. I had no idea there was any body of water so large in the area. I felt like Balboa discovering the Pacific.

The shores were handsomely wooded, much of it deciduous, with many nice homes showing too. The water level was so low that the docks were high and dry, with the lower ends of the pilings far above the water level. A wide brown, barren mud zone ringed the pond,

very wide indeed where the slope of the shore was slight.

A check in my AMC New England Canoeing Guide told me that this was Pachaug Pond and that I'd been on the Pachaug River. I quickly carried over and set off down the pond, but after a mile, decided to head back to the park. It was past midday, I was already over an hour from my car, and this was November.

Back at the dam, two employees of a privately owned company, under contract to the township or the state, were arriving to begin a survey preparatory to bringing a road in and rebuilding the dam. They confirmed that this was Pachaug Pond.

When I got back to the car, I decided to head back home to Newport, but first fired up my Svea stove for a cup of tea, and looked again at the AMC Guide. It said one could canoe into two other ponds, Doaneville and Glasgow, from the far end of Pachaug Pond. This would make something over a twelve mile round trip from Hopeville Pond State Park; a nice summer day's trip, with company, or perhaps a two-day trip, so I tucked this idea away for the future.





## Don Betts' Kayak Creations

One of the sea kayaks I paddled earliest was a wood/canvas one built for Gail Ferris by Don Betts of Brooklyn, NY. It was on a visit to the Boston Harbor Islands that I had the chance to paddle the unprepossessing craft. It felt "right", somehow, even to my very limited level of experience. Since then I've seen Don's work evolve, for he's a creative sort of person who just cannot keep on doing more of the same.

Now in the mail arrives a selection of photos of his latest efforts along with a short note. Don's livelihood is a photographic business in Brooklyn, right down by the East River a few blocks from the Brooklyn Bridge. He also builds his kayaks at his photo loft. Don's latest creations are long, slender, very light kayaks of wood framing and fabric covering. Here are his comments on what he's doing:

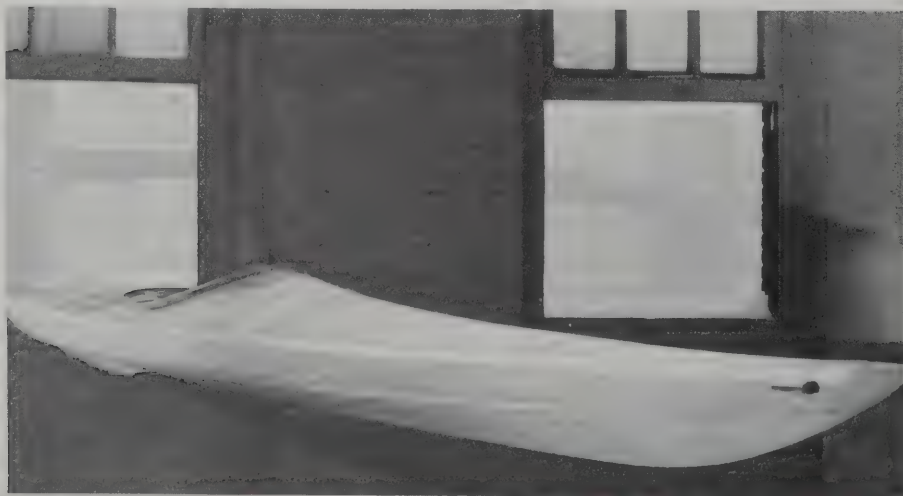
"Work gets in the way of boat-building, but the boats keep multiplying here, 204' of decked boats now built since 1982, about 40' of canoes and skiffs.

The present fabric boats are fun to make. I just put stringers and gunwales about where they look good on a 2"x6" strongback with outside patterns-frames, steam and bend ribs, clamp in place while hot, allow them to dry a few days and then glue the 250 joints with a little epoxy and clamp. Then I glue in deck framing, machine sew one seam and ends of skin, and then hand sew one long seam in place, sew and glue to cockpit rim, and shrink in place and coat with spar varnish. This takes about 40 hours of work, the 17' and 19' boats both weigh under 20 pounds. I'll see how they last, but I have an order for another one in hand.

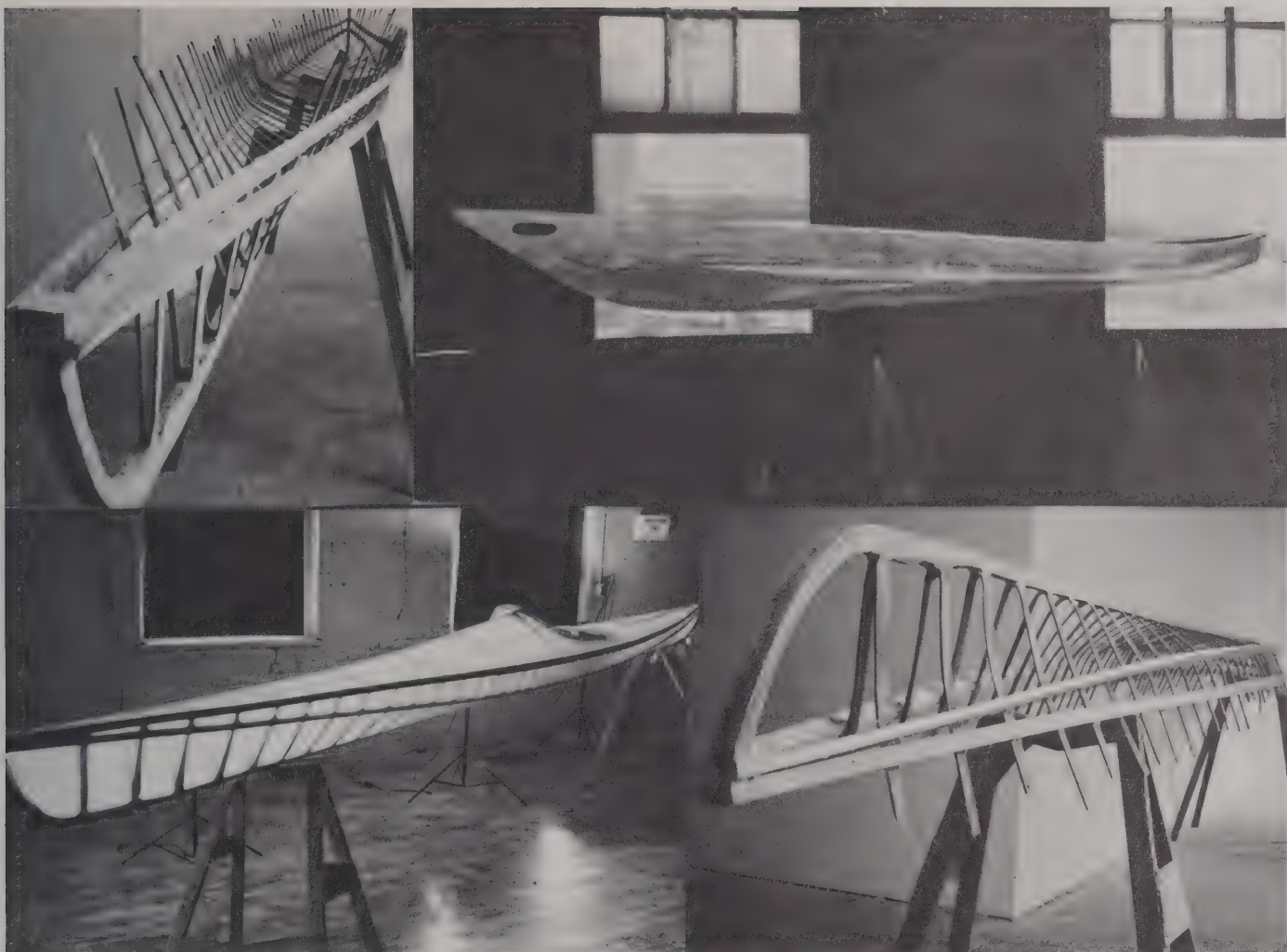
The small person kayak pictured awaits its skin, it's the third one I've built since last fall. A kayaking couple is having a pair of boats built right now for this summer. I fit all this in when my photography business allows."

If you find Don's creations of interest, you can call him days at (718) 643-1688 or write to him at Horizon Photographics, 135 Plymouth St., Brooklyn, NY 11201.

A 17' wooden hull in the shop early on a January evening.



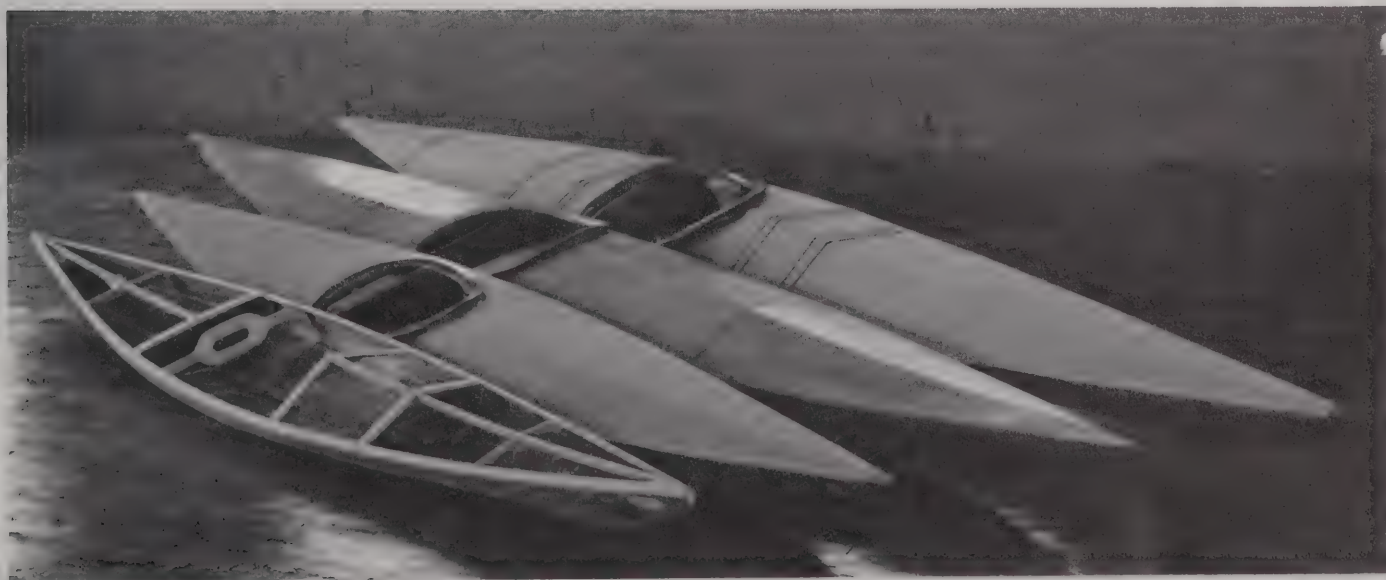




Don's kayaks look a lot like "prehistoric" fossils with the "ribs" and "spines" so visible, particularly in the fabric covered boats. Top left, a frame in process. Top right, the lines of a finished boat, all done "by eye" until it "looks right". Bottom left, backlighting gives this fabric covered boat an eerie look. Bottom right, that frame inverted.

Centerspread overleaf: On the East River, a modern day re-creation of a historic watercraft with the historic Brooklyn Bridge as background.

Below, a "family" of Don's boats. The 10' child's model awaits deck covering, it weighs 12 pounds. The 12' model weighs 15 pounds, the 14'11" model weighs 20 pounds, the 17' model weighs 26 pounds. How light can one get?





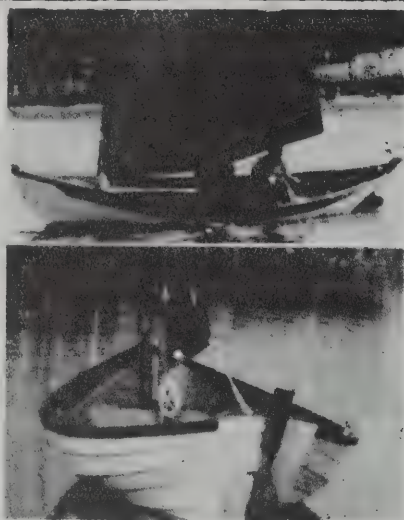








On September 10th the CARC will sponsor a kayak workshop run by Jeff Cooper of REI for those who'd like to trade oars for paddles for a change. Information from Ann Banks at (508) 283-0505.



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# HAPPENINGS

## TUGBOAT MUSTER

The Fourth Annual Boston Tugboat Muster is scheduled for August 27th at Pier 4 in the old Charlestown Navy Yard in Boston, starting at 10 a.m. About 30 tugs are expected at the gathering, from small harbor workboats to 130' oceangoing craft. In addition to a parade down the harbor to Fort Independence and return, there will be a number of contests off Pier 4 easily viewed from the Pier. Public admission is free. Further details from World Ship Society, P.O. Box 402, Winchester, MA 01890.

## LONG ISLAND O'DAY RENDEZVOUS

Owners of O'Day sailboats will gather August 26-28 at Great River on Long Island, NY, for a weekend get together. Over 50 boats have indicated plans to attend. Contact Thomas Whitby for further details at (516) 286-8368.

## REGATTA AT STEAMBOAT DOCK

The Connecticut River Museum will host its annual Governor's Cup Regatta for traditional wooden sailboats on September 10-11 from the Museum at Steamboat Dock in Essex, CT. Racing for boats over 25' will be out on Long Island Sound Saturday afternoon, smaller boats will race in the river at the same time. Saturday evening is the awards party, Sunday morning a downriver parade concludes the event. Information from the Connecticut River Museum, P.O. Box 261, Essex, CT 06426, (203) 767-8269.

## EASTHAMPTON NAUTICAL FLEA MARKET

On September 17 the East Hampton Town Marine Museum will hold its 4th Annual Nautical Flea Market to benefit its boatshop operations. The time is 10 a.m. to 4 p.m., if it rains, move on a week to the 24th. Location is on Commercial Dock on Three-Mile Harbor in East Hampton, Long Island, NY. To sell or swap your gear, or donate something, or for details on coming by to maybe buy something, contact the Museum at (516) 324-6850.

## MIGHTY MERRIMACK RACE

The Sixth Annual Mighty Merrimack Race is on for September 25th at 1 p.m., rain or shine. Start will be at the Amesbury town ramp on the north shore of the river, 3.5 miles upstream from the finish in Newburyport behind the sponsoring Custom House Museum. Contact Jean Reardon at (508) 462-8681, or write to her at the Custom House Museum, P.O. Box 306, Newburyport, MA 01950.

## SHORT SHIPS RACE

Bill Gribbel's annual "Short Ships" rowing race is on again this year on August 28th, starting at 8 a.m. at the public marina in Rockport, ME. A short race to the Ames spindle and back, and a long race to Camden harbor and back are planned, for sliding seat and fixed seat pulling boats. There'll be a cookout following the races. Contact Bill Gribbel, Box 45, Rockport, ME 04856, (207) 236-3241.

## CAPE ANN SHIP MODEL SHOW

The Cape Ann Ship Modelers' Guild of Gloucester, MA, will hold its annual Ship Model Show on September 10-11 at the Cape Ann Historical Association in Gloucester, 10 a.m. to 5 p.m. each day. A donation will be asked at the door. Persons interested in entering ship models in any of the 7 adult classes or two junior classes should send a stamped, self-addressed legal size envelope to the Show Committee. Cape Ann Ship Modelers' Guild, Inc., R57 Washington St., Gloucester, MA 01930. September 5th is entry deadline.

## BOSTON ANTIQUE & CLASSIC BOAT FESTIVAL

September 10-11 are the days for the Sixth Annual Boston Antique & Classic Boat Festival this year, moved later in the season from prior July 4th dates. Location is again the Charlestown Navy Yard. Already entered is a real celebrity, the presidential yacht "Sequoia". Details from Pat Wells at Boston Harbor Associates, (617) 330-1134 days.

## JERSEY SHORE KAYAKING & CANOEING SHOW SEPTEMBER 17

The Ocean County Parks & Recreation Dept. and the Jersey Paddler will host a one-day show for sea kayaking and bay canoeing at Berkeley Island County Park, 10 a.m. to 4 p.m. Further details from the Parks Dept. at (201) 370-7380 or the Jersey Paddler at (201) 458-5777.

## GREATER BOSTON BOATBUILDING COURSES

The Middlesex Community College in suburban Burlington, MA, will start two eight-week boatbuilding courses on September 17th. One is "Boatbuilding and Repairing for Beginners", the other is "Boatbuilding for the Disabled". Full details at (617) 275-8910, ext. 291.





#### CHESAPEAKE BAY MARITIME MUSEUM EVENTS

September is a busy month at St. Michaels, MD. On the 17th the annual Benefit Auction of nautical related gear, boats, furniture, books, etc. is scheduled starting at 10 a.m. It's a highlight of Members' Weekend with many supplementary activities planned at the Museum. Morning and afternoon sailing races for classic workboats will also be held off the Museum waterfront. On the 18th the famed Chesapeake log canoes will race.

September 30-October 1 & 2 weekend will feature the Mid Atlantic Small Craft Festival, a MUST event for anyone within a day's drive who enjoys traditional small craft and the company of like minded persons. Friday evening will feature an on-the-water scavenger hunt for youngsters and a family oyster roast and cookout. On Saturday morning, those boats entering the show will be judged. A model boat building project for youngsters will be held with a kid's only rowing race concluding the morning. Saturday afternoon will have workshops on nameboard carving and wood splitting (for construction use, not burning), with ongoing small boat tryouts on the water. A free-for-all race on the water will conclude the afternoon activities. Saturday evening is the crab feast and a talk on important elements in boatbuilding, with live music concluding the evening. Sunday morning the rowing and sailing races take place. There's camping on the grounds and free child care is available. This is a family small boat festival. It does require pre-registration.

All the details from the Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (301) 745-2916.

#### SOUTH STREET SCHOONER RACE

Traditional schooners and sailboats built or designed prior to 1960 will participate in a race from the South Street Seaport Museum in New York harbor on September 24th, starting at 11 a.m. There will be a spectator boat. Information at (212) 669-9400.

#### AND BOATBUILDING

Mike Bull is an English shipwright who currently provides South Street Seaport with its only boatbuilding activity. He's busy in a small shop on the corner of John Street reconstructing a New York pilot gig, as a "working exhibit" for the Museum. Also in his shop is a sloop-rigged "sandbagger" once used for oyster dredging in Long Island Sound and later raced with a huge rig in the late 1800's. The revival of sandbagger racing in New York harbor is envisioned around this craft. Bull hopes to build the fleet once the restoration is on the water and attracting interest. Then there'll be coastal rowing shells to build, and from them a Seaport Rowing Club. This guy is working alone! His shop is open Wednesday through Friday, noon to 5 p.m. and on weekends 10 a.m. to 5 p.m.

#### CLAYTON ANTIQUE BOAT SHOW & OTHER ATTRACTIONS

The 24th Annual Antique Boat Show at Clayton, NY, is scheduled for August 6-7 at the Thousand Islands Shipyard Museum. On the 5th participants who arrive early with boats may join in an all-day cruise amongst the Thousand Islands in their antique craft, led by a Museum guide. Over 250 antique boats gather for the event, with show judging, an auction, and the availability in one place of much expert knowledge on antique boat restoration. (See September 1, 1987, issue of "Boats" for a full report on the 1987 event).

During the week of August 13-20, Simon Watts will run a boatbuilding class constructing a 14' Herreshoff sailing pram, which will be launched on the 21st. The public is admitted free on this date from 10 a.m. to noon.

On August 20th, many antique boats will assemble at the Museum for a subsequent parade to the Thousand Islands bridge in honor of its 50th birthday. Again, the public is admitted free on this date from 10 a.m. to 2 p.m.

August 27-28 is the 6th Annual Thousand Islands Ship Model and R/C Regatta, a full weekend of model boats on display and in action on the waterfront.

Information from the Thousand Islands Shipyard Museum, (315) 686-4104.

#### SMALL CRAFT AT CLEARWATER

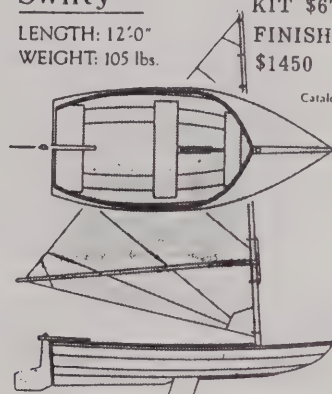
The Small Boatbuilder gathering within the huge Clearwater Revival Festival in June, not far from metropolitan New York, was small but enjoyable, according to kayak designer/builder Don Betts. Don tells us he enjoyed visiting with Ernst Heinke of Hudson Canoes, who imports the British Granta kayak kits, talking of going down the Danube in group outings. Schuyler Thompson was there with his traditional wood/canvas canoes, as was Jim Thayer with his traditional fiberglass Whitehall, partly fitted out and forming up nicely, according to Don. Platt Monfort brought his "Aerolite" peapod, someone had a mold for the old Quarter Moon Boats Delaware Duck-er, the Rockport Apprenticeship was out in force, and Richard Hans of Oyster Bay, NY, brought a 15' plywood catboat fitted with an old inboard engine. Don and the Lozanos, Bill and Janice, did a designing and building workshop on a stitch and glue 12' canoe. Small group but a pleasant one.

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#### ACA CANOE SAILING

Sailing canoe enthusiasts have  
a calendar of autumn events as fol-  
lows:

**AUGUST 20.** ADK Trophy (two  
in a canoe), Lake Sebago, Sloats-  
burg, NY. Kay Ryan, (201)  
444-6478.

**SEPTEMBER 3-5.** National  
Championships, Cruising Class,  
Lake Sebago, Sloatsburg, NY. Kay  
Ryan, (201) 444-6478.

**SEPTEMBER 7** (and every Wed-  
nesday night). Wednesday Sailing  
Nite, Sebago Canoe Club, Brooklyn,  
NY. Burt Krancer, (718) 338-0116.

**SEPTEMBER 10-11.** National  
Championships, ACA Class, Sebago  
Canoe Club, Brooklyn, NY. Glen  
Schneider, (718) 331-8577.

**SEPTEMBER 17.** New England  
Championships, ACA Class, Lake  
Massabesic, Manchester, NH. Larry  
Zuk, (508) 369-6668.

**SEPTEMBER 17-18.** Fall Invita-  
tional, 10m Class, Severn Sailing  
Association, Chesapeake Bay, MD.  
Rod Mincher, (301) 263-3584.

**SEPTEMBER 18.** Togetherness  
Race (two in a canoe), Sebago Ca-  
noe Club, Brooklyn, NY. Burt  
Krancer, (718) 338-0116.

#### SEBAGO CANOEING

Upcoming outings run by the  
Sebago Canoe Club of Brooklyn, NY  
are as follows:

**AUGUST 20-21.** Toms River  
cruise and campout.

**AUGUST 28.** ACA Class Na-  
tional Championship canoe sailing  
at the Clubhouse, Brooklyn, NY..

**SEPTEMBER 4.** Second Annual  
Passaic River Romp, 15 miles from  
West Caldwell, NJ to Wayne, NJ.  
Bob Pace, (201) 641-3072.

Call the Club at (718) 241-3683  
for further details.

#### ROCKPORT APPRENTICESHOP OF- FERS MEMBERSHIPS

According to Lance Lee's let-  
ter of late June, the Rockport Ap-  
prenticeshop has decided to enlarge  
its financial base by offering mem-  
berships to interested persons at  
\$35 (tax deductible). Since 1982  
Lance's boatbuilding program, in-  
tended to preserve the old skills of  
boatbuilding, has been located in  
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prentice", the newsletter, "On the  
Ways", special prices on work-  
shops, merchandise discount, free  
admission to the visitor loft; but  
mostly it provides pride in helping  
to expand the practice and appreci-  
ation of functional arts and skills.  
A brochure, "Hands, Head and  
Heart" tells the whole story, from  
the Rockport Apprenticeshop, Box  
539, Rockport, ME 04856.

#### ACA SANCTIONED CANOEING EV- ENTS

The major canoeing events in  
our area of coverage sanctioned by  
the ACA through September are the  
following:

**AUGUST 18-19.** Marathon Flat-  
water National Championship, Han-  
over, NH. Frank Muller, (802)  
295-3795.

**AUGUST 28.** Lafayette Canoe  
Regatta, Virginia Beach, VA. Nan-  
cy Shelhorse, (804) 497-4890.

**AUGUST 29.** Wildwater Nation-  
als, Ocoee River, NC. Sherry  
Spurlin, (704) 488-2175.

**SEPTEMBER 2-4.** Standard Riv-  
er Rescue Course, Nantahala Out-  
door Center, Bryson City, NC.  
(704) 488-2175.

**SEPTEMBER 9-11.** Adirondack  
Canoe Classic, Saranac Lake, NY.  
Peter Lesser, (518) 891-1990.

**SEPTEMBER 10-11.** Middle  
States Flatwater Championships,  
Washington, DC. Mary Garland,  
(703) 243-9627.

**SEPTEMBER 16-18.** Basic River  
Rescue Course, Nantahala Outdoor  
Center, Bryson City, NC. (704)  
488-2175.

**SEPTEMBER 17.** Lehigh River  
Poling Cruise, White Haven, PA.  
Dave Williams, (302) 764-7424.

**SEPTEMBER 17.** Trans VA  
Beach Canoe Race, Virginia Beach,  
VA. Nancy Shelhorse, (804)  
497-4890.

**SEPTEMBER 17-18.** Riversport  
Slalom, Confluence, PA. Robert  
Ruppel, (814) 395-3818.

**SEPTEMBER 17-18.** Novice &  
Intermediate Slalom Clinic, Tarriff-  
ville, CT. Ken Stone, 995 Hopmead-  
ow St., Simsbury, CT 06070.

**SEPTEMBER 23-25.** Trip Leader  
Course, Nantahala Outdoor Center,  
Bryson City, NC. (704) 488-2175.

**SEPTEMBER 25.** Codorus Sla-  
lom, York, PA. Charles Golumbew-  
ski, (717) 854-9055.

#### MAINE CANOE RACING

Three events are scheduled in  
Maine in September as follows:

**SEPTEMBER 5.** The Frog Race,  
10 mile flatwater on the Kennebec  
River at Norridgewock. Alsop,  
(207) 474-8048.

**SEPTEMBER 5.** Kittery Trading  
Post Septemberfest, 5.5 miles flat-  
water. Gene Foster, (207) 439-9649.

**SEPTEMBER 24.** Ebb Tide Ma-  
rathon, 10 mile tidal river. Earl  
Baldwin, (207) 825-4439.

#### CONNECTICUT CANOE RACING

CCRA events scheduled for  
September are the following:

**SEPTEMBER 17.** Wood River  
Race, 8 miles flatwater, Bradford,  
RI. Jim Halpin, (401) 392-0421.

**SEPTEMBER 24.** Mansfield  
Sprints, 500 meters flatwater. Sue  
Audette, (203) 456-0558.

**SEPTEMBER 25.** Mansfield Hol-  
low Marathon, 7+ miles flatwater.  
Also War Canoe Challenge. Sue Au-  
dette, (203) 456-0558.



## WOODEN BOAT SCHOOL

Already summer's drawing to a close and the final selection of courses at the Wooden Boat School in Brooklin, ME, looks like this:

**AUGUST 21-27.** Elements of Seamanship with John Blatchford. Tuition \$390.

**AUGUST 21-27.** Celestial Navigation II with Jeff Bolster. Tuition \$420.

**AUGUST 21-SEPTEMBER 3.** Fundamentals of Boatbuilding with Eric Dow. Tuition \$690.

**AUGUST 28-SEPTEMBER 3.** Instant Boats with Dynamite Payson. Tuition \$360.

**AUGUST 28-SEPTEMBER 3.** Building the Nutshell Pram Kit with Rich Hilsinger. Tuition \$330.

**AUGUST 28-SEPTEMBER 3.** Marine Surveying with Sam Slaymaker. Tuition \$390.

**AUGUST 28-SEPTEMBER 3.** Cruising Boat Seamanship with Candace Martin. Tuition \$390 (Berth & Board \$270 extra).

**SEPTEMBER 4-10.** Sailmaking I with Robin Lincoln. Tuition \$390.

**SEPTEMBER 4-10.** Marine Photography with Kip Brundage. Tuition \$360.

**SEPTEMBER 4-10.** Cruising Boat Seamanship with Candace Martin. Tuition \$390, (Berth & Board \$270 extra).

**SEPTEMBER 4-17.** Repair & Restoration of Classic Runabouts with Don Benjamin. Tuition \$690.

**SEPTEMBER 4-17.** Cold Mold a 26' Hacker Runabout with Steve White. Tuition \$690.

**SEPTEMBER 11-17.** Sailmaking II with Robin Lincoln. Tuition \$390.

**SEPTEMBER 11-17.** Wooden Boat Engineering with Ed McClave. Tuition \$360.

**SEPTEMBER 18-24.** Building the Catspaw Model with Rob Wadleigh. Tuition \$360.

**SEPTEMBER 18-24.** Building the Friendship Model with Dynamite Payson. Tuition \$360.

**SEPTEMBER 18-24.** Marine Surveying with Paul Coble. Tuition \$390.

**SEPTEMBER 18-24.** Cruising Boat Seamanship with Candace Martin. Tuition \$390, (Berth & Board \$270 extra).

**SEPTEMBER 18-OCTOBER 1.** Fundamentals of Boatbuilding with Eric Dow. Tuition \$690.

**SEPTEMBER 25-OCTOBER 1.** Joinerwork with Tim Allen. Tuition \$360.

**SEPTEMBER 25-OCTOBER 1.** Marine Surveying with Paul Coble. Tuition \$390.

While it's late in the season now for summer school, there may be some openings if any of these catch your interest. Contact Ben Ellison at (207) 359-4651.

## MAINE MARITIME MUSEUM NEWS

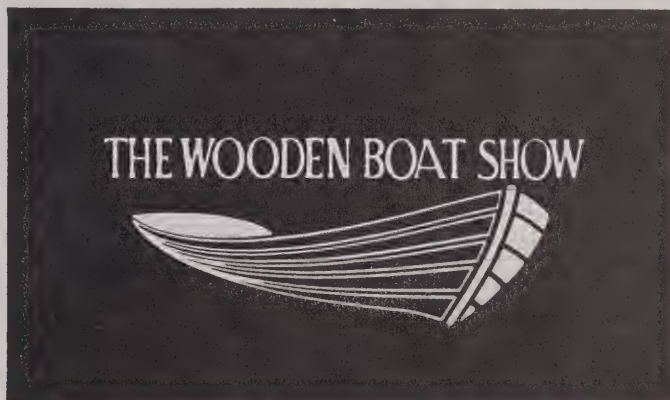
It's "goodbye" to the "Sequin", the big Kennebec River steam tug given to the Museum nearly 20 years ago, and partly restored. A survey of the prospects of completing the task satisfactorily, by experts in marine preservation, determined the Museum would best document the vessel, save some representative sections of the hull, and scrap the rest.

Projects in the Museum Apprenticeship have included a Culler wherry, a St. Lawrence skiff (which will be on display at the

Wooden Boat Show), a Lowell dory, a Susan skiff, an Alden Indian sloop restoration, a Rangeley Lake boat, a fantail launch restoration, and restorations of two 17' Kennebec canoes and two 60 year old launches from the Larchmont Yacht Club.

Two summer seminars remain, "Building Molds for Canoes" with Rollin Thurlow on August 15-20; and "Building the Maine Guide Canoe" with Jerry Stelmok on August 22-September 2. Information at (207) 442-7401.

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# HOW TO BUILD A MUSEUM

## LAKE UNION WOODEN BOAT FESTIVAL

It's way out in Seattle, but the July 4th weekend Wooden Boat Festival organized by The Center for Wooden Boats is the ideal for such gatherings. Held on a Naval base, with over 150 wooden boats of all types attending in the water, workshops and displays for all types of wooden boat related activities, good food, music, crafts. And all free! The public comes in excess of 10,000 in number. The boat builders and other exhibitors pay no rent for space. It's a happening and it has been very good for the wooden boat folks of Puget Sound, and for the Center for Wooden Boats, a non-profit facility that displays traditional boats, rents them out for public use, conducts ongoing workshops, etc.

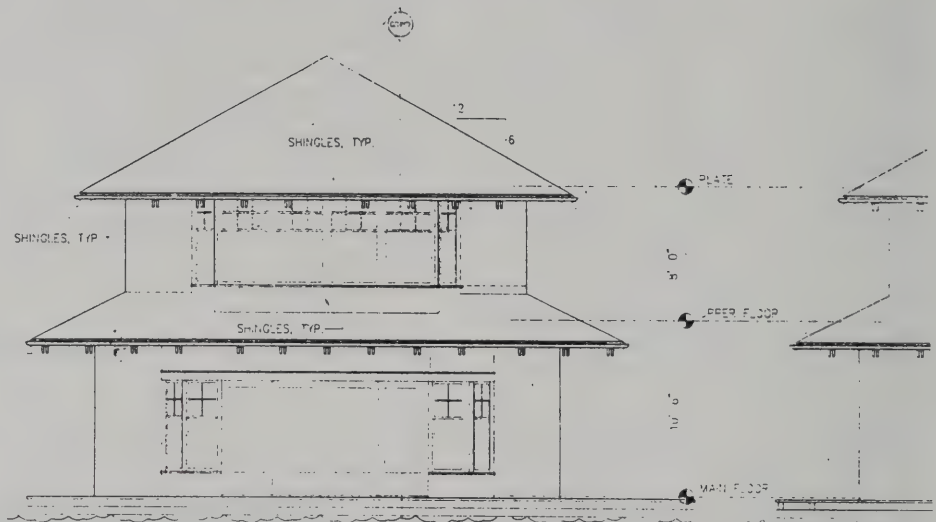
How can this be? The Naval base is happy, they get 10,000 extra visitors to include in their annual tally, and so the space is rent free. The Center for Wooden Boats publishes a special edition of its bi-monthly newsletter, "Shavings" in tabloid newspaper format, loaded with community advertising. From this comes the necessary funds to stage the affair. Copies are distributed free all over the Seattle area prior to the event.

Maybe they have some leftover copies for interested wooden boat people back here who might want to know more about what they are doing. If this describes you, you might inquire of The Center for Wooden Boats, 1010 Valley St. Seattle, WA 98109, about obtaining a copy of the July/August 1988 issue of "Shavings". It's good reading and might inspire you to join the organization, even from this distance.

Dick Wagner's summary of "How to Build a Museum" is such good stuff I'm reprinting it here-with. I wish we had something like this here on Massachusetts Bay.

Our first building, the Boatshop, was built at a rented moorage in Ballard, and towed to Waterway 4 by the 1922 cruiser *Arro* when we received our shorelines permit in 1983. The next buildings, the Pavilion and Oarhouse, were built by volunteers which is the best kind of cost, but work progresses on a geologic timetable.

Our last major structure, the Education Center, is on track for completion this year. It will grow quickly at contractor's pace. It will be done *in situ*, so we can all kibbitz. But what is it for? Talks (an audience of 100), exhibits, workshops and demonstration (except woodworking) and more space for our growing book, magazine and drawing collection are some of the uses. More than that, the building will complete our harbor, providing a windbreak on the north side.



EDUCATION CENTER

Its design and site location evoke pictures of Seattle's turn-of-the-century lakeside. The Education Center will have wide decks all around, shingle roofs with generous overhangs, a second floor, modestly poking through the protecting roof — a simple, symmetrical structure, with roof and deck overhangs giving it a light, hovering effect, lying at the end of a long pier, with a flock of small rowing and sailing boats moored around. This building is another essential link in the experience we aim to provide — a visit to an old Seattle boat livery.

What it took to get from the street debris dump which was the last function at Waterway 4, to where we are was far more than drawing up the structures and hammering them together. In fact, the process couldn't have been more complex and convoluted. It's "Mr. Blandings Builds His Dream House" *deja vu*, with a few more local quirks thrown in.

Our upland site is a former Indian canoe landing, coal depot, lumber mill, and asphalt plant. In order to plant anything an asphalt layer of three to eight inches must be dug up. Below that is a fill of broken sidewalks, streets, buildings, coal and sawdust which must be removed before topsoil can be added. From time to time we have come across buried footing walls and slabs.

Then there is the lost tank car. The asphalt plant buried a railroad tank car to store the asphalt, but no one can remember exactly where it is, so the City has required us to keep vehicles and people off the tank car zone in case of a cave-in. Our interim solution is the rectangular mountain of dirt we built at the southwest corner of our site, which we euphemistically call "Ecology Island." Our Building Committee is considering planting palms there and renting it as a getaway for those who can't quite afford Bora Bora.

The more we build, the more mysteries of our site are revealed. Our neighbors, Northwest Seaport, have just enthusiastically begun digging footings for their wood storage building, and discovered a pool of quicksand. Imagine the discussions that event has stimulated among builders, engineers and City inspectors.

The City recently purchased the Evergreen Florist warehouse property just southwest of our site, to include in the future South Lake Union Park. We have been informed this building will be torn down, but no one knows when. Our plans must consider all possible configurations of the Evergreen site, which provides endless speculations for future use, involving open space, a building, open space *and* buildings, an underground towing tank for hull designs, and

maybe the the long dreamed of boatbuilder's forest of red-, yellow-, and Port Orford cedar, Douglas fir, Sitka spruce, Gary oak, yew, and locust.

What else? Until we built Ecology Island, an occasional duck or high-heeled shoe was trapped in asphalt puddles which bloomed in summer. A beaver chomped down a thriving willow at shoreline, Canada geese have held up traffic as they nonchalantly conduct their spring broods on hikes across our site. Flotation has to be added periodically by a diver with lots of polyfoam drums to keep our floating village more or less level and above water. The Lake level factor is another concern. It drops 30 inches from summertime high to wintertime low which involves adjusting our mooring lines. Tools dropped overboard is another part of life at CWB. It's fun to fish for them with our big magnet. You hardly ever get the tool you lost, but there is lots of other ferrous junk down there, especially bent nails.

The trick and trials of construction on South Lake Union makes life interesting for us. When you visit here, keep a sharp eye for the monster Lake Union sturgeon. Boats who ram these babies get the worst of it. And did I tell you about our sea lion visitors...?

— Dick Wagner

## THE GIVING IS GOOD THE GOOD ARE GIVING

John Gardner, Associated Curator for Small Craft at Mystic Seaport Museum, and the beacon of our small craft heritage, has written in the winter issue of *The Log of Mystic Seaport*:

"What is undoubtedly the most recent progressive and promising development in museum utilization and preservation of our small craft heritage might have seemed experimental and risky a few years ago. It is now an established and proven success that can well serve as a model for other museum efforts. To be specific, this is the Center for Wooden Boats in Seattle."

This is heady stuff, coming from a premier maritime museum and the guru of traditional small craft. But, it's not time yet to bask in our glory. As the great maritime historian, Yogi Berra said, "It ain't over til it's over."

CWB is now in the midst of a fundraising campaign to complete our site development and boat restoration plans. These are needed in order to effectively continue our programs: providing heritage small craft for the public to use, workshops to learn time-tested boatshop skills, and building a park where there was a city dump.



## ★ MESSING ABOUT IN BOATS ★



Report & Illustration from Carl Erickson

### AND HOW ABOUT THE TIME...

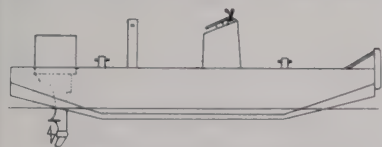
I lost my mooring rock. It was simply a line tied to a good sized stone. A continuous line from bow to stern passed through the buoy "Lanesville Style" to the beach. This enabled me to pull the boat in to board as well as return it to the mooring. It also allowed pranksters to pull in the entire assembly of boat, buoy and mooring rock. To re-establish my mooring, I put the rock on the forward seat and rowed to the proper spot. As I lowered the rock, the line slipped off. I marked the place visually, leaped out into chin-deep water, and held the boat from drifting away. Although mud covered my ankles, I thought it would be easy to locate my rock by foot feel. "Aha, this must be it. Definitely my rock."

I found that simply expelling air and sinking down to retrieve

the stone was not possible. Of course, the stirred-up mud had made the visibility nil by this time. One has to dive in order to get to the bottom. Backing off a few steps, I dove and reached the prize after several attempts. It turned out to be the top of an immoveable boulder.

There were no suitable mooring rocks on the beach, so I continued to mash around in the mud, sinking a little deeper with each step. The water was now at nose level. Finally my foot detected another possibility. Following the established procedure, I found one I could lift. While this one was suitable for the job at hand, it was not my original rock. So my mooring was reset and I chalked up another experience "messaging about in boats".

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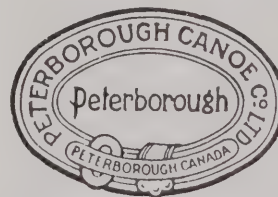
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elegant kayak is included in the kit.

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## Drifter

Glen L Marine Designs was so  
delighted with this photo of one of  
their "Drifter" designs in use by a  
home builder, that they sent it on  
instead of the conventional archi-  
tect's drawing of the design. "Drif-  
ter" is a type of dory used in the  
Pacific northwest known as a  
"driftboat". It's main attribute is  
ability to run heavy rapids and  
surf. The oarsman can face forward

running rapids to use his oars as  
controls rather than for propulsion.

The plans for "Drifter" permit  
building the boat from plywood in  
14', 16' and 18' versions, using the  
usual Glen L full size patterns.  
Standard lumber is specified. They  
cost \$29 from Glen L. Marine,  
9152MS Rosecrans, Bellflower, CA  
90706.

### DRIFTER CHARACTERISTICS

|  | 14'     | 16'     | 18'     |
|--|---------|---------|---------|
| Length overall.....  | 14'-1"  | 16'-1"  | 18'-7"  |
| Bottom length.....   | 11'-8"  | 13'-8"  | 15'-8"  |
| Beam.....  | 6'-5"   | 6'-5"   | 6'-10"  |
| Bottom width.....  | 4'-0"   | 4'-0"   | 4'-0"   |
| Hull depth overall.....  | 3'-4"   | 3'-4"   | 3'-10"  |
| Hull depth amidships.....  | 2'-0"   | 2'-0"   | 2'-4"   |
| Transom width.....   | 1'-9"   | 1'-9"   | 2'-0"   |
| Weight (approx.).....  | 265 lbs | 300 lbs | 385 lbs |
| Average passengers.....  | 3       | 4       | 5       |
| Power: Single longshaft outboard motor to horsepower for<br>approximate maximum speed of 10 knots. |         |         |         |

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## Dennis' DD-17

Despite living in remote northern Scotland, Dennis Davis has had some impact on our local amateur boatbuilders with his plans for a series of plywood stitch-and-glue kayaks, the DK series. Now Dennis announces his latest kayak, the DD-17, a sea kayak 15'9"x22" made from two 4'x8' sheets of 4mm plywood. The hull is single chine and the deck is flat except for the hump ahead of the cockpit. The prototype pictured has two glassed-in bulkheads, with deck access, to provide buoyancy. The chine is continued well forward to provide buoyancy in the

bow, the keel line is straight from forefoot to just back of the cockpit, thence it sweeps up to just below the waterline. The stern is "square" to provide opportunity for fitting a rudder. Hull cross section is quite a deep V with flare from midships, past the cockpit in particular. In the photo the DD-17 is carrying about 160 pounds with plenty of spare freeboard. She tracks well according to Dennis but turns better than one might expect.

For further information, write to Dennis Davis, Tomain-nan-Eun, Isle of Coll, Argyll PA78 6TB, Scotland.

## Thom's Elco 26



Reader Thom Smith of Nutley, NJ, is a retired naval veteran now pursuing a hobby business making half models and doing wooden boat repair and restoration. Last December's cover story on the Weston Farmer "Elco 26" prompted him to write as follows:

"The December issue with the Weston Farmer story on the "Elco 26" was one of my favorites. Yes, I sent away and got the plans for Christmas, and someday I'd like to build her. For now I had to settle for the half model pictured, 16" long on a scale of 5/8"=1'. I made the lifts of white pine and trimmed her out with mahogany.

Many years ago I restored a 16' "Babour" built in Bern, NC. In June of 1980 I acquired an Owens 35 and spent weekends over the next three years, with my wife's help, putting her back into mint condition. She is now out of Sea Bright, NJ. I'd like sometime to get into this sort of work full time. Each time I see a wooden boat with nice lines in need of some work, it's tough to pass her by."

You can contact Thom Smith at Doll-Fin, Inc., 220 Alexander Ave., Nutley, NJ 07110, (201) 667-9068 if the half models catch your fancy.

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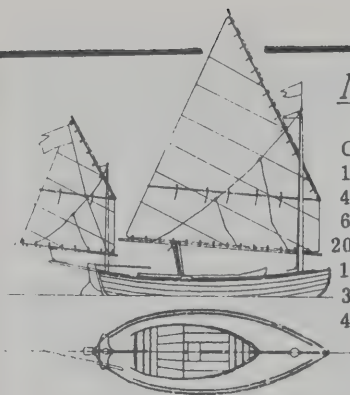
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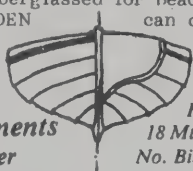
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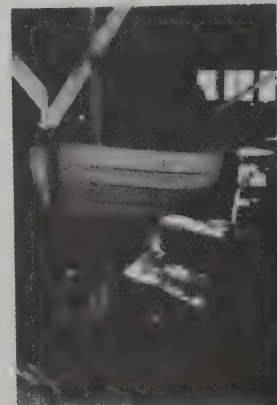
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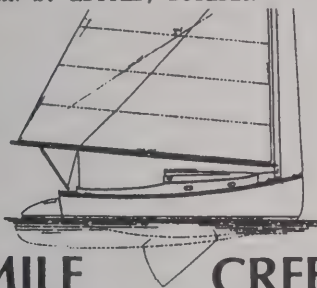
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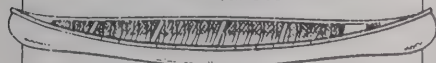


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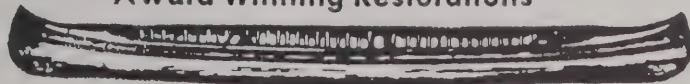
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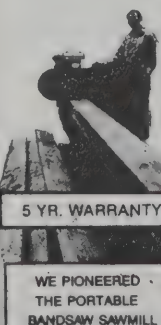
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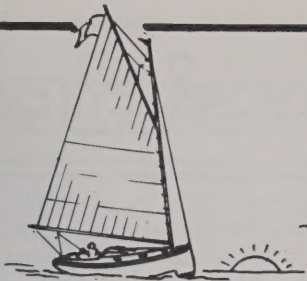


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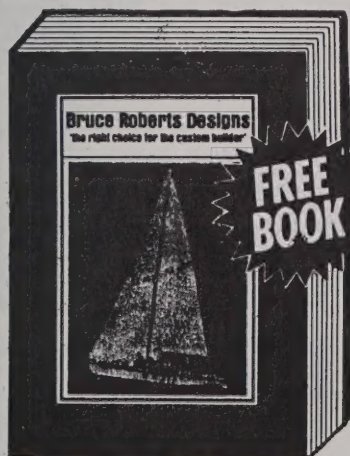
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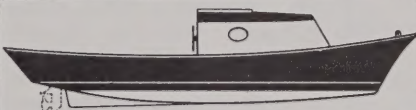
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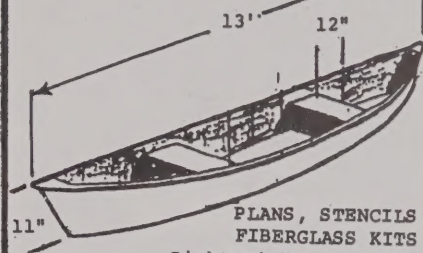


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28' SHEARWATER YAWL, Edey & Duff 1985 (Hull #3). Fiberglass shoal draft overnighter. Leeboards, tiltup rudder, wooden spars, tan-bark sails, water ballast. 9hp Honda OB, trailer. Asking \$21,500.

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ULTRALIGHT SEA KAYAK, 28 pound Baldwin Anchovie. Custom kevlar construction with inside and outside taped deck seam, skeg, aft bulkhead with hatch, special Arluk type seat, spray skirt. \$900.

FRANK LAWSON, RRI Box 1115, W. Rockport, ME 04865, (207) 594-7885. (7)

21' HERRSHOFF FISH CLASS gaff rigged sloop. Similar to H12 only bigger. Small cabin sleeps two. Dinghy, stove, oil cabin lamps, bunk cushions, anchor and rode, dock lines, compass, sails including spinnaker in great condition. Located in Marion, MA. I've been asking \$4,500 and had no offers. Make me any reasonable offer and she's yours.

RAY WELCH, Boston, MA, (617) 227-7411. (7)

19' YANKEE CATBOAT, built by Crosby in 1886 (that IS 1886). New sail, 9.8 Mercury electric start longshaft outboard, new naugahide seat and bunk cushions, porta-potti, automatic bailer and other spare gear. This is an almost totally original unique catboat.

ROSALIE MC CLINTOCK, Newport, RI, (401) 247-0346. (7)

WOOD/CANVAS CANOES. 15' Old Town 50 pounder, needs canvas, four ribs, some planking. Varnish is good. \$300. 15' Kennebec, 40" beam, 15" deep, a good solid, stable fishing canoe. Needs canvas and minor woodwork. \$400. 13' Rob Roy sailing canoe, come look, make offer. I want bigger boat and dollars for taxes!

KEVIN MARTIN, 4 Windsor Ln., Epping, NH 03042, (603) 679-5153. (7)

SAN FRANCISCO GREAT PELICAN at any reasonable offer. I am through using this boat, it is a shame to have it sit around. Now being offered to anyone who may find it suited to their needs. This boat, custom trailer, 6hp L.S. Evinrude, was last offered at \$4,250. It is heavily glassed, needs to be rigged, new sails.

STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (8)

23' MARBLEHEADER bass boat, Palmer 6, Coast Guard gear, cradle. Overboard in Gloucester, MA. Asking \$5,500.

ALYSON HALL, Gloucester, MA, (508) 283-6804. (8)

24' MONTGOMERY LOBSTER BOAT, raised deck, V-berths. Hull sound, needs engine. \$500 or B.O.

MONTGOMERY BOAT YARD, Gloucester MA, (508) 281-6324. (8)

21 BAHAMA SLOOP project, heavily built mahogany planking on sawn mahogany crook frames, bronze ringnail fastened. Built in Bahamas or Florida Keys. Nice lines, solid construction, but needs a lot of detail rebuilding and complete refinishing inside and out. No spars, rigging or sails, would take low aspect gaff rig, I know of one available cheap. On rugged cradle. Can be trailered on rented flatbed auto hauler trailer. Reduced to \$750 to find someone who could love this boat.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 p.m. best.

BOATS, BOATS & MORE BOATS. I've got a yard full of boats, and building more!!! The following Bolger designed and Payson built boats are FOR SALE. For the most part they are demonstrators. One of each only, first come, first served basis. Skimmer (Garvey runabout), \$300. Zephyr (Payson's personal boat) with new sail, \$850. Kayak, \$250. Canoe, \$300. Cartopper, \$600. DYNAMITE PAYSON, S. Thomaston, ME, (207) 594-7587. (7)

1987 ROTHBILT 15 center console fiberglass runabout. Yamaha Pro 50 outboard with power tilt and trim, EZ-Loader galvanized roller trailer, custom fold-down spray dodger, 88 channel VHF, extra fuel tank (400+ mile range), 3" compass, tach, searchlight, custom teak and brass trim, more. See write up on this boat in SBJ #48. Everything new last year. 30 hours total use so far. The boat is spotless, the teak golden. Change of plans forces sale. Asking \$10,900.

JOHN SPENCER, Box 243, Rockport, MA 01966, (508) 546-9022 eves. (7)

18' WHITE O/B RUNABOUT, 1956 Oldtown, Maine-built lapstrake lake boat in nearly perfect original condition. Needs only very minor touch-up to varnish for 1988 boating season. Has original Gale Buccaneer 35hp electric-start outboard with all-remote controls, original complete canvas top and side curtains, original Holsclaw trailer. White topsides, varnished fordeck and trim. Spent 25 years on Lake Madawaska in northern Maine with original owner. We purchased from second owner for possible use as "press boat" to cover boating events for this magazine. 1987 season proved little need for it in this role, the magazine can use the money more than the boat. \$2495.

BOB HICKS, 29 Burley St., Wenham, MA 01984, (508) 774-0906.

1930 DODGE WATERCAR, 16' double cockpit, Lycoming 4-cylinder, with mermaid and correct hardware. \$4,500.

FLETCHER RYAN, Hampton, NH, (603) 778-9757. (7)

33' ALDRICH SCHOONER. Complete refit in 1986 including new glass on entire hull, new 1" mahogany planked decks over 1" glassed plywood, new deckhouse and hardware. Sitka spars with decent sail inventory. Sleeps four, standing headroom. Great cruising boat, been to Florida twice. Needs engine, minor rigging repairs and some cosmetic work. Sacrifice for \$7,500 or B.O.

BLAKE MERRILL, Marblehead, MA, (617) 631-6715. (8)

FLEET REDUCTION SALE. 14' Herreshoff fiberglass kayak, \$400. 14' Sunfish type sailboat, \$500. 14' aluminum fishing boat, \$300. 17' fiberglass sailboat, sleeps two, with 3hp Seagull motor, \$750. "Wooden Boat" magazines, 6 for \$15. "Small Boat Journal" magazines, 6 for \$15.

BOB BROWN, Beverly, MA, (508) 922-7289. (8)

BOAT GEAR. Two boat seats, folding backs, new condition, \$5 each. Three boat trailer rubber rollers, new, never used, 4" long by 3" diameter, 1/2" clearance holes. \$3 for the three. 15' galvanized 1/4" chain, never used, \$10. Brass boat pumps, \$5 each. Two double sheave pulley blocks, sheaves are 2.5" diameter by 3/4" wide in smaller block, 3" diameter by 1" wide in larger. \$5 each. One small Navy anchor, good condition, \$5. 18'6" of 11/16" wide bronze sail track in three sections, \$5 or B.O.

WALTER HAWES, Concord, MA, (508) 369-6915. (8)



# Marketplace

14' BLUEJAY. Plywood re-conditioned, new C.B. trunk with fiberglass lining. Bottom refastened. Asking \$950. Completely rebuilt trailer with S.S. fastenings, new bearings, painted, etc., \$350. Together \$1,200.

CLIFF BUEHRENS, 494 Annaquatucket Rd., N. Kingstown, RI 02852, (401) 295-0649. (TF)

21' SEA PEARL cat ketch. Water ballast tanks, teak rails, trailer, etc. SBJ, October 1985. Excellent condition. \$5,900 or best offer or trade for small truck, tandem bicycle, racing dinghy, etc.

GUS HEDDEN, Glastonbury, CT, (203) 633-1981. (8)

16' SNIPE, mahogany, stainless hardware, with sails, motor mount, '85 Shoreline trailer, ready for sailing. \$1,400.

J.B. NORRIS, 1847 Asylum Ave., W. Hartford, CT 06117, (203) 232-0595. (P12)

HERRESHOFF 12-1/2, marconi rig, built ca. 1915. Excellent condition, great racing record (Marblehead). Anchor, three suits sails, life jackets, paddle, pump, cruising tent. In the water. A great buy at \$4,000 firm.

CAMPBELL SEAMANS, Salem, MA, (508) 745-5306. (TF)

14' COMET SAILBOAT, fiberglass over wood. Extra mast and extra set of sails. Trailer included. \$450.

WILSON WRIGHT, 217 S. Adams St., Tallahassee, FL 32301, (904) 224-5169 days, (904) 562-3767 eves. (8)

19' CHRIS CRAFT DELUXE RUNABOUT, 1937, with Model M engine. Needs complete restoration. \$3,500. Also 5hp and 10hp Chris Craft outboard motors.

ROY ROYAL, Richmond, MI, (313) 727-7320. (8)

BIG BLOWOUT SALE! Canoes, paddles, oars, canoe seats, hardware, rudder, odds and ends. Everything must go! Early bird gets the worm. RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087 eves. (8)

BEETLE CAT. 1980, bronze fastened. Professionally maintained and stored indoors. Includes many extras: Oars and oarlocks, anchor and rode, side stays installed, custom cockpit cover, spare tiller. Original sail in good shape. The ideal family daysailer. Owner needs money to buy larger catboat. \$3,500.

PAUL BURKE, 117 Newton Ave. N., Worcester, MA 01609, (508) 752-6523 or try (508) 896-5654. (8)

12' WHITEHALL. Shew & Burnham (1981). Refastened and refinished. Complete with three Nat Wilson sail rigs, lug, jib headed and square. All sailing gear, rudder, daggerboard, lines, and all rowing gear. \$3,000 or best offer. Evinrude 2hp (1983) like new, with tank, \$300. Hiliner trailer (1983) little used, \$300.

F.B. GUMMERE, Marblehead, MA, (508) 631-1592, (508) 922-5678. (8)

8' PRAM, new. Oak keel, -skeg, knees and oarlock blocks. Spruce gunwales, chines and risers. Pine thwarts. Marine plywood, SS fastenings, galv. oarlocks. no oars. \$250.

DICK WALDRON, 150 Charger St., Revere, MA 02151, (617) 284-4403. (8)

21.5' JULIEN ROWING SHELL, "Canoe Francais" rec-racer with custom carbon fiber lightweight sculls. This is the fastest recreational shell available today. Easily handled, excellent performance. Lists at \$1,755 for shell, \$300 for sculls. Asking \$1,600.

DR. ROBERT ROSS, Mansfield, MA, (508) 339-5639. (8)

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JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (8)

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TOM ARDITO, Mulberry Farm, Guilford, CT 06437, (203) 453-0442.

18' OPEN SAILING CANOE. Cold molded epoxy/white cedar. 1986 ACA Class New England champion. Fast solo paddling canoe. Two years old, rigged and ready. \$600. JOHN WARD, Chelmsford, MA, (508) 256-4981. (7)

21' FULL KEEL WOODEN YAWL, circa 1939. Completely professionally rebuilt by Larry Dahmer in 1982. Full set of four sails, automatic electric bilge pump. Cabin interior not quite finished. Ready to launch and sail away. \$3,500. Located in Manchester, MA.

FRED WALES, Manchester, MA, (508) 526-7147. (7)

CHRIS CRAFT SPORTSMEN, three boats, some hardware, easy restorations. \$1,800.

FLETCHER RYAN, Hampton, NH, (603) 778-9757. (7)

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KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

VOLVO DIESEL, 25hp MD2-B, 1971. Rebuilt in 1984. Always fresh water cooled, includes heat exchanger, muffler, transmission, shaft, etc. Repowered my cruising sailboat. \$500.

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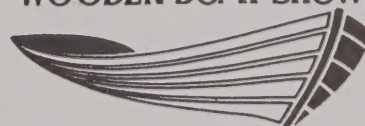
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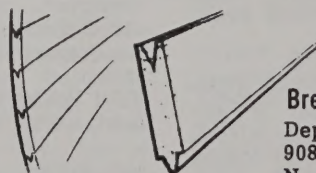
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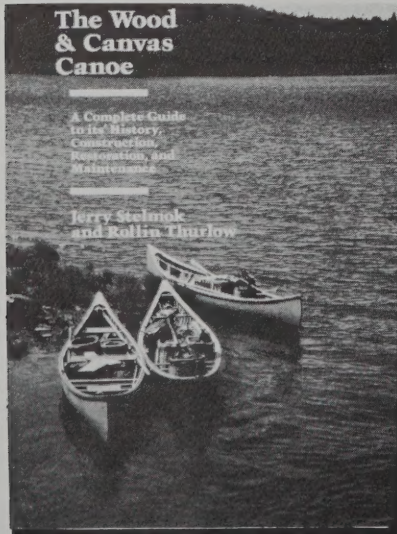
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